



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

US 15448.15.5



HARVARD
COLLEGE
LIBRARY



Sas. Russell Lower

July 22nd 1835

From my Father.

This book has been to the
White Mountains & back
to the same place.



Handwritten text in a cursive script, likely a signature or a name, appearing on a light background.



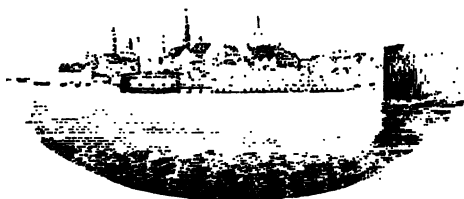


The
Northern Traveller,
AND
Northern Tour.

with the Routes to
THE
SPRINGS, NIAGARA, & QUEBEC.

and the
(Coal Mines of Pennsylvania.)

— also —
TOUR OF NEW ENGLAND.



NEW YORK.

GOODRICH & WILEY.

1884.



Fig. 1. The ship and the

at the same time the ship is

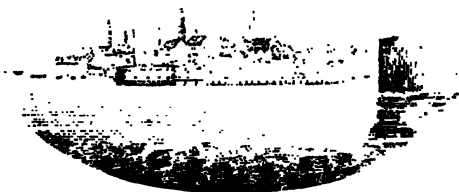
the ship is at the same time

The
Northern Traveller,
AND
Northern Tour,

with the Routes to
THE
SPRINGS, NIAGARA, & QUEBEC,

and the
(**Coal Mines of Pennsylvania.**)

— also —
TOUR OF NEW ENGLAND.



NEW YORK.

GOODRICH & WILEY,

1334.



THE
NORTHERN TRAVELLER,
AND
NORTHERN TOUR;
WITH THE ROUTES TO
THE SPRINGS, NIAGARA, QUEBEC,
THE TOUR OF NEW-ENGLAND,
AND
THE ROUTES FROM THE SOUTH.

WITH AN APPENDIX,
CONTAINING
THE WESTERN TRAVELLER,
AND
EMIGRANT'S OR STRANGER'S GUIDE TO THE VALLEY
OF THE MISSISSIPPI.

EMBELLISHED WITH NUMEROUS MAPS AND ENGRAVINGS.

FIFTH EDITION, REVISED AND EXTENDED.

NEW-YORK:

GOODRICH & WILEY, 124 BROADWAY.

~~11376.67.2~~
S15448.15.5

U. S. DISTRICT COURT

NOV. 14, 1881.

LOWELL BEQUEST

[Entered according to an Act of Congress, in the year 1834,
by GOODRICH & WILEY, in the Clerk's Office of the Dis-
trict Court of the United States for the Southern District of
New-York.]

PREFACE.

THE present fifth edition of the Northern Traveller has been revised with care, and in many parts written over entirely anew. Abridgments have been made as far as was considered consistent with usefulness, and thus space has been found for the introduction of much matter not found in former editions. Every important improvement, especially on the principal routes, it has been the intention of the author to introduce; and the novel modes of travelling, and various new objects of attraction, have required additions in almost every page.

The *Western Traveller*, which will be found as a distinct appendix to the work, now appears for the first time: the increased travelling and emigration to the West requiring the addition of this now important department to the traveller's book. The information and directions it contains are derived from the most authentic sources, and carefully condensed and arranged in such a manner as to render them most convenient for reference on the route.

Numerous prints and maps complete the recommendations of this book, which it is the intention of the author to render useful to the utmost of his power.



INDEX.

A	
Abraham, Plains of	194
Academy of Arts, N. Y.	31
Albany	34
Albany & Schenectady Railroad	37
Alexandria, (D. C.)	332
Alton 293. Amesbury	318
Amherst College, (Mass.)	241
Andover, (Mass.)	287
Andre and Arnold	24
Animals in the west	390
Anthony's Nose	22
Do do	49
Antiquities	63. 72. 96. 393
Aqueducts	47. 53. 65
Auburn and state prison	104
Augusta	327
Avon Springs	98
B	
Baker's Falls	209
Ballston springs	117. 120
Baltimore	339
Do and Ohio Railroad	341
Bangor 326. Bartlett	303
Batavia 98. Bath	324
Battery (N. Y.)	9
Battle of Baltimore	340
— of Bridgewater	80
— of Chippewa	79
— of Erie	88
— of Lake George	135. 137
— of Montmorency	200
— of Plattsburgh	157
— of Queenstown	71
— of Stillwater	113
— of Ticonderoga	139
— of White Plains	18
— of Trenton	371
Bellow's Falls	246
Bemis's Heights	112
Bernardston 245. Berthier	179
Bethlehem 364. Beverly	314
Big Stream Point and Falls	101
Bissel Farm	232
Blackstone Canal	261
Blackwell's Island Penitentiary	251

Blackrock 94	Blue Hills	270
Boothbay 325	Bordentown	362
Boston 271 and vicinity		278
Brattleborough 246	Bristol	362
Broadway (N. Y.)		10
Brock's Monument		71
Brookfield 293	Brooklyn	14
Brothertown 59	Buel's Farm	37
Buffalo		95
Burgoyne's expedition		111 to 116
Burlington		87. 156. 362
Burning Springs		99
Butler's Falls 29	Bytown	173

C		
Caldwell	132	Cambridge 279
Canaden and Amboy Railroad		370
Canada	59	Canajoharie 50
Canandaigua	-	- 99
Cape Diamond	-	183. 194
Carpenter's Point	-	29
Carthage	66	Cattskill Mountains 30
Caughnawaga	-	- 48
Cayuga and Seneca Canal	-	- 103
— Lake	-	- 103
Centre Harbor	-	- 293
Chamby	-	- 202
Charleston (S. C.)	-	- 335
Charlestown	-	- 247
Chaudiere Point	-	- 163
Chazy	157	Chelmsford 290
Chemung Canal	-	- 101
Chesapeake & Delaware Canal	-	- 353
— & Ohio Canal	-	- 331
Cincinnati	396	Claverack 34
Climate of the west	-	391. 377
Cohoes Falls	-	- 46
Coal Mines (Pa.)	-	- 355
Cold Spring	-	- 23
Columbia College	-	- 11
Concord	-	- 290
Connecticut School Fund	-	- 213
— State Prison	-	- 225
Conway	298	Crown Point 152

D	
Dam near Fort Edward	259
Dartmouth College	251

Dedham 269	Deerfield 242	House of Refuge - - -	13
Delaware & Hudson Canal -	28	Hudson City - - -	33
— Water Gap - - -	363	— River steamboats - 11.	16
Detroit - - -	344	Hunt Farm 247 Hyde Park	27
Dismal Swamp Canal - -	337	I	
Dorchester Heights - -	276	Inundation, White Mountains	301-2
Dresden 101 Dundas	87	Isle aux Nois - - -	158
E		Ithaca 104 & Owego Railroad	104
East Bloomfield - - -	99	— Falls - - -	104
— Canada Creek - - -	50	J	
— Haddam - - -	221	Jacques Cartier - - -	182
— Hartford - - -	231	Jarvis's Farm - - -	248
— River - - -	211	Jewett's City - - -	263
Eastport 326 Easton	363	Johnson, Sir William,	49
Educ'n in N. Eng. 213. 277	291. 321	K	
Erie Canal - - -	35. 45	Kingston - - -	27
do do Itinerary of see Routes in		L	
Traveller's Directory, p. 414		Lackawana River - - -	29
Expenses in travelling 381. 382.	383	Lachine - - -	171
F		Lake George 131 Lakes	87
Falls (Glenns) - - -	129	— of the Clouds - - -	310
— (Paker's) 209 Ithaca	104	— St. Peter - - -	180
— Montmorenci - - -	197	Lancaster 254 Laprairie	163
— Niagara - - -	69 to 79	Lead Mine - - -	235. 238
— Trenton 55 (Turner's)	241	Lebanon Springs - - -	38
Farmers, advice to - - -	381	Lehigh Water Gap - - -	365
Fishkill - - -	26	Lexington 286 Little Falls	51
Foreign Packets from New-York	13	Lockport 68 Long Branch	17
Fort Anne 207 Edward	208	Long Island 14 Long Level	54
— Erie 88 Hill	256	Lovell's Pond - - -	300
— Miller 209 Oswego	92	Lorette, village of - - -	201
— Plain 50 Putnam	23	Lowrytown - - -	366
— Lee 17		Lowell 238-290 Lynn	314
— Trumbull & Griswold - -	258	M	
— Wm. Henry - - -	179	Manufactories in New England	268
— Washington - - -	17	Manayunk 358 Marblehead	316
G		Mauch Chunk - - -	365
Gallop Islands 94 Gasport	68	Meredith - - -	293
Geology 297. 310 Geneva	100	Merrimack River - - -	292
German Flatts - - -	53	Michigan - - -	384
Georgetown 332 Glenn's Falls	129	Middletown 223 McRea	208
Greenfield 243 Guelph	86	Viller's Falls 209 Missouri R.	391
Gulf Road - - -	249-250	Montreal - - -	164
H		Mohawk Castle 50 Morristown	93
Haddam 221 Harlem Heights	17	Mount Carbon 361 Holyoke	237
Hanover 251 Hamburg	360	— Vernon - - -	333
Hampton 317 Hartford	226	— Washington 307 to 311	
Haverhill - - -	252. 288	N	
Haystack Mountain - - -	254	Nahant - - -	279
Health of the west - - -	392	Nashua Village - - -	290
Herkimer 54 Hector Falls	102	Natchez - - -	398
Highlands 21 Hell Gate	212	Newark 15 New Brunswick	373
Hoboken 14. 11 Honesdale	29	Newburgh - - -	26
Hotels and Boarding houses N. Y.	9	Newcastle & Frenchtown R. R.	328

INDEX.

7

New England, Tour of	210
Newburyport 317	Newport 263
New Haven	219
do do & Farmington Canal	215
New Hope 363	New London 253
New Jersey School Fund	371
New Orleans	397
New York 20 to 20. Bay	374
Niagara Falls	69 to 79
Norfolk 336	Norristown 358
Northampton	236 to 240
Norwich	260
Notch of Wh Mountains	305 to 306

Objects in New-York	10
Ozdenburgh 94	Ohio Valley 378
Old Man of the Mountain	293
Onida Castle	58
Owego 92 & Canal	59, 92
Overhough 34	Ovid 101

Palisades 17	Park 11
Panama Falls 15	Peterboro 15
Pawtucket 209	Pennegwasset 293
Pennsylvania Canal	334
Pennyan	101
Philadelphia	345 to 353
do steamboats to	9
Pine Orchard 31	Plainfield 263
Pittsburgh 395	Plattburgh 156
Plymouth 281	Portland 320
Point Aux Trembles	182
Portsmouth 318	Port Carbon 361
Port Palsouise 85	Geneseo 91
do Kent	156
Pottsgrove 358	Poughkeepsie 27
Princeton	372
Prospect Mountain	304
Providence	266

Quebec	184 to 200
Quincy Railway	210

Randolph	249
Rapids of St. Lawrence	160, 176, 181
do of Niagara	75
Red Mountain	294
Rensselaerwyck	42
Rideau Canal	173
Ridge Road 68	Rochester 61
Rockaway Hotel and Beach	14
Rocky Hill	224
Rome 58	Roxbury 270
Royalton	249

ROUTES

By Hudson River	11, 16
For travelling	15
From Albany to Springs	109
do Auburn to Syracuse	106
do do by canal	166
Bath to Wh Mountains	239
Baltimore to Philadelphia	337
do by steam b't & railroad	337
Boston	282, 283
Boston to Wh. Mountains	284
Boston to Maine	313
Buffalo to Canandaigua	97
Centre Harbor to Conway	258
Charleston to N. York	336
do to Norfolk	336
Geneva	102
Hartford	297
Montpelier to Burlington	251
Montreal to Qu'bec	174
New Haven to Middletown	217
New London to Providence	258
do to Norwich	258
Niagara to Montreal	85
do to Albany	84
Norfolk to Washington	337
do to Balt'me by rail	337
do to Rich'm'd by do	337
Norwich to Providence	262
Portland	323, 324
Quebec to Boston	201
do to Montreal by land	202
Richmond to Washington	337
Savannah to Charleston	334
Schenectady to Albany by canal	108
St. Johns to Whitehall	203
Syracuse to Utica	107
Utica to Schenectady	107
Waterford to the Springs	109
Worcester	231
Whitehall	206
Through New England	210
To Canada	-146 to 84
do the Coal Mines	255
do do Lehigh	357
do do Mauch Chunk	362
do Lake George	128
do Spring and Fall's	36
St. Louis, via Lake Erie	383
do do from N. York	383
do the Western Country	380
Routes, Remarks on,	196
Route up Connecticut R.	220 to 254

S		U	
Sacketts Harbor	93	Troy 44	Turner's Falls 241
Salem 314	Malina 61	Union Canal	356 358
Salt Springs & salt manufacturer's	59	College 47	Utica 54
Sandy Hill	129	United States Arsenal	43
Saratoga Springs	121 to 124	V	
Lake	120	Van Rensselaer School	45
Savannah 334	Saugerties R. 30	Vermont 250	Vernon 245
Saybrook 218	St. Antoine 182	Verplanck's Point	21
St. Augustine	426	Virginia Springs	338
St. Catharines 85	St. Helens 169	Voyage on L. Champlain	150-203
St. Johns	159	George	140-143
St. Lawrence River	177	W	
St. Louis	397	Wadsworth Farm	98
Schenectady 47 & Railroad	37	Waldoborough	325
Schoharie Creek	48	Walpole	246
Schuylerville	125	Washington 328 & College	297
Schuylkill Canal	356-357	Watchusett Hills	231
do Water Gap	360	Welles	319
Seneca Castle 97 & Lake	101	Welland Canal	81
Shaker's Village, Lebanon,	41	West Bloomfield	99
Simpson's Farm	196	Westminster	246
Sleepy Hollow	20	West Point	23
Sodus Bay	91	Western History	386
Soil of the west	389	Schools	394
Sorel	179	States	394-385
South Carolina Rail Road	335	Steamboats	388
Hadley Falls	235	Traveller	374-382
Springfield	233	Weather	394
Stafford Springs	228	Wethersfield	224
Starkie's Point	101	Whirlpool, Niagara River	72
Staten Island	14 373	Whitehall	205
State Prison 20. 104	Stillwater 110	White Mountains	304 to 312
Stonington 258	Stoney Pt. 21	River	249
Stafford copperas works	252	Willard's Academy, Troy	45
Susquehanna Railroad	343	Wiley House	305
Syracuse	59	Windsor	232. 248
T		Winds in the west	338
Tappan 20	Tarrytown 20	Winnipiseogee Lake	294
Taunton 267	Thomastown 325	Wiscasset	324
Three Rivers	180	Wolfe's Cove	183. 196
Thousand Islands	91	Statue	188
Ticonderoga	144	Worcester	230
Timber of the west	388	Y	
Trenton Falls	55	Yale College	214
Trenton (N. J.)	370	York	87

THE NORTHERN TRAVELLER.

THE CITY OF NEW-YORK.

Hotels and Boarding Houses. (Beginning near the Battery.) The Atlantic, Adelphi, Mansion House, (Bunker's,) Mrs. Keese's, Miss Boyd's, Miss Mann's, the National, City Hotel, Webb's, Franklin House, American, (opposite the Park,) Washington, Masonic Hall, (opposite the Hospital,) Niblo's, (Corner of Prince-street.)

The above are in Broadway.

Holt's is the largest Hotel in the United States, of marble, 6 stories high, and convenient to the eastern steamboats. Food &c. is raised from the kitchen by a steam engine of 12 horse power. It is at the corner of Fulton and Pearl-streets.

Besides these are Merchants' Hotel, (Broad-st.) Tammany Hall, U. S. Hotel, Clinton Hall, Ton-tine and N. Y. Coffee Houses, Pearl-street House, and many others in different parts of the city.

The Battery is a delightful walk in warm weather, commanding a view of the Bay and Hudson River, with the opposite Jersey shore, Governor's, Gibbet, Bedlow's, Staten and part of Long Islands, enlivened by ships and steamboats.

The *Philadelphia Steamboats* start from the wharves near the north end of the Battery, and the Staten Island boats from the south eastern corner.

Principal objects of interest in the city of New-York.

Leaving the Battery and the Bowling Green, and proceeding up Broadway, we pass Grace and Trinity Churches. Opposite the latter opens Wall-street, where are most of the Banks and Insurance Offices in the city, the 1st Presbyterian Church, the *Custom House* and the

Exchange. 'Change hours are from about 2 to 3 o'clock. In the Exchange are the Post Office, Foreign Letter bag Office, News Room, and here and in the vicinity are the offices of the daily newspapers.

The ranges of spacious stores and ware houses in this part of the city are worthy of attention. Numerous vessels belonging to various lines of foreign and domestic packets are found among those which crowd the wharves above and below Coffee House slip, which is at the foot of Wall-street.

Returning to Broadway, and passing the City Hotel, the National and Webb's, Liberty and Courtlandt-streets on the left, lead to some of the North River steamboats, the Newark steamboat and the ferry to Powles Hook. Liberty-street on the right leads to Grant Thorburn's Green House. The City Library is in Nassau-street. Maiden Lane, a street of retailers of Dry Goods, leads down to the right. Beyond, Fulton-street leads, on the right, to Fulton Market, Brooklyn ferry, and near to the Providence, N. Haven, Hartford and other Eastern steamboats. [A walk on Brooklyn Heights is recommended to the stranger, as they command the finest near view of the city and environs.]

St. Paul's Church is in Broadway near Fulton-street, with the monument to Gen. Montgomery, in front. In the Church yard is seen the monument to the late Thomas Addis Emmet. It is a marble obelisk. Opposite is Scudder's extensive American Museum.

The Astor Hotel now building, is to occupy the front on Broadway, between Vesey and Barclay-st.

The Park has the City Hall in the middle, with the Register's Office on the east, Bridewell west, and the new City Hall north. Adjacent, on the eastern side, are Clinton Hall, containing the Mercantile Library and the gallery of the National Academy; the Bible and Tract Societies' spacious edifices; the Park Theatre; the Brick Church and Tammany Hall. Public School No. 1 is on Tryon Row; the New-York University, temporarily in Chambers-street, and at a little distance from it the Manhattan Water Works and Arcade Baths.

On the west side of the Park is Paff's exhibition of Pictures; and in Barclay-street the Exhibition of the *American Academy of Fine Arts*, and the painting room of John Trumbull Esq. At the foot of the street is the *Hoboken Ferry*, with the wharf of some of the *North River Steamboats*. Just below these is Washington Market. A visit to Hoboken is recommended, on a pleasant morning or afternoon.

Columbia College is in a fine square at the foot of Park Place, with the Grammar school in Murray-street, opposite the Murray-street Church.

The *Athenæum* is at the corner of Broadway and Chambers-street.

The New-York Hospital is on Broadway, oppo-

site Pearl-street just beyond Masonic Hall, and near the N. York Museum. Broadway extends about a mile and a half further north, broad, strait and well built, and is the finest street in America.

The Mechanics' Institution is in Crosby-street above Grand-street.

There are above 100 places of public worship; The Public Schools of the city are now 14: they are of brick, generally 42 by 85 feet and of three stories; and there are 13 new primary schools. All these are under the direction of the Public School Society of the city, which consists of 72 Trustees, and expends an income of nearly \$90,000. The schools are on the Lancasterian system. Children who are able, pay \$1,50 per quarter, the poor pay nothing.*

**Common Schools in the State of N. York. (Exclusive of the City.)* It appears from the Report of the Superintendent of Common Schools, that the whole number of school districts in the State of New-York on the 31st of December, 1833, was 9690, from 9107 of which, reports have been received, showing an aggregate (in 9107 schools) of 512,475 scholars. The whole number of children in said districts between the ages of 5 and 16 was 522,618. On an average the schools were taught eight months in the year. Increase of scholars in the schools as compared with the previous year, 17,516. Increase of children between the ages of 5 and 16 years, residing in the districts, 13,756. The whole amount paid for teachers' wages during the year was \$307,733 06; of which, \$100,000 was received from the Common School Fund, \$189,139 84 was raised by tax on the inhabitants, and \$19,593 24 was derived from local funds belonging to particular towns. The *productive* capital of the Common School Fund was increased during the year ending 30th Sept. last, by the sum of \$18,871 56, and now amounts to \$1,754,046 84. Add \$:73,664 20, the estimated amount of *unproductive* capital; and we have a total of \$1,927, 711 04.

The law requires, that each town receiving money from the treasury, shall raise an equal sum by tax for the support of schools. Before they can draw from the treasury, also, they must have a school house, and a teacher employed three months. N.York has 64 incorporated and several unincorporated academies. The former have been established and endowed with about \$400,000, and receive about \$10,000 from the state. There are 21 Regents of the University who confer medical and other degrees above M. A., incorporate academies, inspect them and the colleges, and report on them and distribute the literature fund among the 6 senate districts, for the common schools.

The *House of Refuge* is on 24th-st. between the 4th and 5th Avenues, a half mile beyond the northern termination of Broadway; the Orphan Asylum, in Greenwich near 7th Avenue; the Deaf and Dumb Institution, near the 3d Avenue, 4 miles north of the city; the Blind Institution 3 miles, 8th Avenue, between 33d and 34th street; the Almshouse, at Bellevue, on the East River; the Penitentiary, on Blackwell's Island; the Lunatic Asylum, at Bloomingdale, 6 miles from the city.

The finest points of view in the city are the tops of the Exchange and the City Hall, to which access may be obtained. The portraits in the latter are worthy of attention.

Foreign Packets. The London, Liverpool and Havre packets sail on the 1st, 8th, 16th and 24th of every month. Letters and packages left at the post office or letter bag office in the Exchange, are sent for 6d each.

Public Coaches. Numerous elegant Omnibuses, &c. are constantly passing between Wall-st. or its vicinity and the most important parts of the city, N. and N. E. through Broadway, Canal, Water and other streets. A ride is 1 shilling—6 tickets for 50 cents.

[*Hackney Coaches* are hired at the following rates,—penalty for demanding more, or for refusing to go when not engaged, \$10: for not having a copy of the rates in the carriage, \$15.

For any distance not over a mile, for each person, 25 cents. Over 1 mile, within the lamp and watch district, each person, 50 cents. Do. for 2 persons, 37½ cents each. For each additional person, 25 cents. For the 1st or Sandy Hill tour,

for not more than 4 persons, \$1 for all. Do. do. 2d tour, \$2. Do. do. 3d tour, \$2.50. Do. to Harlaem and back, \$4. Do. King's bridge and back, with the privilege of the carriage all day, \$5. A coach may be hired by time at 75 cents per hour, and in proportion for more or less.]

Excursions from New-York.

Brooklyn and *Hoboken* offer the attractions of beautiful views over the city, bay and vicinity. The former is pleasantest in the morning and the latter P. M. A delightful shady walk leads from the latter, a mile or more to the Elysian fields, where are open lawns and fine views.

Staten Island commands a most extensive view, from the Pavilion, over the two bays and shores, the city, and a portion of the ocean. Near the water are the Quarantine Hospitals, the Sailor's Snug Harbor and the Marine Hospitals.

On *Long Island* are many pleasant rides; and stage coaches run from Brooklyn to different parts. The *Navy Yard* is near that village. A rail road is to be constructed to Jamaica. *Bath* or New Utrecht, *Coney Island* and *Rockaway** on the south shore, and *Oysterbay* on the north, are resorts for bathing, fishing &c. Prince's Botanic Garden at Flushing is extensive and interesting. It occupies about 30 acres. A steamboat runs twice a day. Mr. Loubat's vineyard is at Red Hook.

Long Branch, 35 miles S. of N. York on the Jersey coast, is a fashionable retreat, with two large hotels. A steamboat runs daily to Red

* A splendid Hotel has recently been erected at Rockaway beach. The building is 250 feet in length, and from the promenade roof and galleries, there is a most magnificent view of the Atlantic Ocean, Sandy Hook, the Highlands and of the shipping sailing to and fro.

Bank, on Shrewsbury river, whence coaches run, 5 miles.

Newark, (New Jersey,) 10 miles from N. York, is a beautiful and flourishing village, extensively engaged in manufactures, at the beginning of the *Morris Canal*, which extends across the state to the Delaware. One of the fine inclined planes which are used instead of locks, surmounts a hill west of the village.

A *Rail Road* will lead to Newark from *Powles Hook*, an excursion on which is recommended.

Many pleasant excursions may be made in different directions from New-York, particularly in the North River Steamboats, and on L.I. Sound.

Paterson, N. J. is an important manufacturing village, 17 miles from N. York, the route to which is partly by a rail road. The water is supplied by the Passaic, which there makes a picturesque fall of 70 feet. The Paterson Rail road begins at Bergen, 2 miles from New-York, and extends 14 miles. Stage coaches leave the foot of Courtlandt-street three times a day, cross the ferry, and carry passengers to the cars at Bergen.

Harlæm Rail Road. A *Bowery Stage Coach* or *Omnibus* will take a passenger to this Rail Road for 1 shilling, and thence large cars proceed northward,

General Remarks on different routes.

From the city of New-York many travellers will annually commence their Eastern, Northern and Western tours.

It is generally best, in travelling for health or pleasure, to go westward early, to avoid exposure to fevers which prevail there most in the autumn;

and not to visit Canada too early or too late for fear of cold weather.

In New England in August and September the annual commencements of the different universities and colleges are celebrated, which attract many intelligent travellers.

Rail roads have already added much to the facility, convenience and cheapness of travelling on some routes, and new ones are constructing in different states, several of which will probably be completed and in use for the first time the present year.

PASSAGE UP THE HUDSON RIVER.

On leaving New-York, the traveller finds himself in the midst of a fine and varied scene. The battery lies behind him, with Governor's Island and Castle Williams projecting beyond; still more distant opens the passage called the Narrows, with Staten Island on the right, leading to Sandy Hook and the Atlantic Ocean, which is 22 miles from the city. On the west side of the Bay are Bedlow's and Gibbet Islands, with fortifications; the point at the mouth of the Hudson is Powles' Hook, on which stands a small town in New-Jersey called Jersey City; and the village of Hoboken is seen a mile or more up the river. The hills of Weehawken appear beyond. As the boat moves rapidly on, it passes the crowded line of buildings in Washington-street, the *North Battery*, and the village of Greenwich; with the building formerly the State Prison, the Episcopal Theological Seminary and the Blind Asylum in succession.

At Weehawken, under a ledge of rocks facing





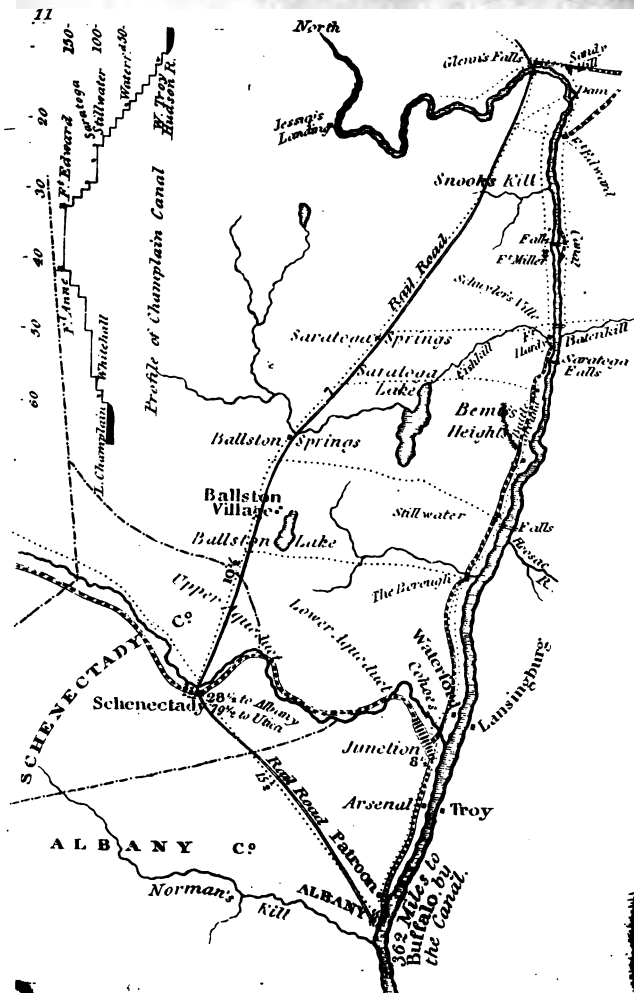












the river, and about the distance of three miles from the city, is the spot where General Alexander Hamilton fell in a duel with Col. Burr. A monument of white marble was erected to his memory on the place; but it has been removed within a few years. This is the common duelling ground for combatants from the city, and many lives have been lost on the fatal spot.

The *Palisadoes*—a remarkable range of precipices of trap rock, which begins near this place, extends up the river on the west side 20 miles, to

Tappan, and forms a singular, and in many places an impassable boundary. In some places an old red sandstone foundation is seen below; but the great mass of the rocks presents the natural precipices of the trap formation, and rises from the height of 15 or 20 feet to 500 or 550.

The eastern shore of the river opposite the *Palisadoes*, is for many miles handsomely rounded with hills, and presents many scenes of cultivation, which contrast with the rude cliffs on the left. The soil is inferior; and the wood land encroaches too much upon the fields and orchards.

The *Lunatic Asylum*, about 7 miles from the city, is a large building of hewn stone, occupying a commanding situation.

Harlem Heights are a short distance further. They form an elevated ridge across Manhattan island, on which a line of fortifications was thrown up during the Revolution and the late war quite over to the East river.

Fort Lee, on the west side of the river, is situated on the brow of the *Palisadoes*, more than 300 feet above the river.

Fort Washington was a fortress on the top of

a high rounded hill, on the east side of the river, 12 miles from New-York. In October, 1776, when Gen. Washington had evacuated the city, and, subsequently to *the battle of White Plains*, (for which see just beyond,) had drawn off his army to Fort Lee, Fort Washington was kept garrisoned, contrary to his advice, and was attacked in four divisions. The Hessians and Waldeckers, under Gen. Knyphausen, went up the hill on the north side, Gen. Matthews on the east, with the English light infantry and guards, marched against the entrenchments, which reached almost to the East river. Col. Sterling made a feint of crossing that river lower down, while Lord Percy with a very strong corps was to act against the western flank.

The Hessians suffered much from the riflemen in passing the swamp, but succeeded, with the other divisions, in driving the Americans into this fort, where they all surrendered, to the number of 2500 men, including militia. They had lost very few; but the British lost about 800.

Fort Lee was immediately evacuated; but the British crossed so speedily at Dobbs's Ferry, that they took the artillery, military stores, baggage, and tents of the American army.

Battle of White Plains. In October, 1776, soon after the American troops evacuated New-York, while General Washington had his army assembled at Kingsbridge, and the British were in possession of the island up as far as Harlæm, General Howe came up the East river, with an intention of surrounding the Americans. He left his German corps at New-Rochelle, and marched *for the high grounds at White Plains*, several

miles east of the Hudson, to seize the interior road between the city and Connecticut.

Washington penetrated his design, and intrenched himself on the west side of the small river Bronx, with his right on Valentine's hill, and his left on White Plains. He had garrisons near Harlem, at Kingsbridge, and Fort Washington. Skirmishes were kept up till the British approached very near; when Washington assembled all his troops in a strong camp on the heights near the plains, with the Bronx in front and on the right flank, and a mountainous region in the rear. The right was more accessible; and General M'Dougal was sent to intrench himself on a mountain about a mile in front.

On the morning of October 28th, the British advanced in two columns: the right commanded by Gen. Clinton, and the left by Gen. Heister. The former took post on the Mamaroneck road and the latter on the Bronx,—the armies being a mile distant. Col. Ralle with a Hessian regiment fell upon General M'Dougal in flank, while Leslie attacked him in front with a brigade. The militia soon fled, but the regular troops resisted until overpowered. The British determined to wait; and on the following morning, finding the American position much strengthened, and a height in the rear occupied by the left wing, sent for more troops and erected batteries. Washington, therefore, retired to North Castle; and soon after, securing the bridge over the Croton, and Peekskill, crossed the Hudson.

Fort Independence, on the east side of Hudson River. Opposite, the *Palisadoes* are of still greater height.

Dobbs's Ferry, 10 miles.

Tarrytown, 3½ miles. This is the place where Major Andre was stopped, returning from his visit to Gen. Arnold, and on his way to the British lines. The place was then neutral ground, as the Americans and English lay encamped above and below. The tree was recently standing under which his captors searched him, and the bank near by concealed them from his view as he approached them. It was a large tulip tree, 26 feet round and 111 feet high. It was struck by lightning in 1801.

Tappan, on the west side. Major Andre was executed about a mile west of the river in this town.

The State Prison, at Sing Sing, is in a quadrangle of nearly 44 feet by 480. It has a double stack of cells built back to back, 4 tiers high and 200 on each tier: in all 800. 9 feet distant is the outer wall, which supports a gallery running all round; size of the cells, 3 feet 6 inches by 7 feet, and 2 feet door way. The whole work was done by convicts, and a great part is of hewn stone. The system is that of the Auburn prison.

The Sing Sing prison is in plain view from the steamboats, being only a few feet from the shore. The excellence of this system of prison discipline, which is the invention of Mr. Lynds, lately superintendent, consists in its economy and cutting off nearly all intercourse among the prisoners. They are separately lodged; and though they work together, they can seldom converse, even by signs, and therefore can concert nothing, and *cannot contaminate each other.*

Sleepy Hollow, rendered interesting by Mr. Irving, is a little above Sing Sing.

The entrance of the Highlands is a short distance beyond this place, and 40 miles from New York. This is a region so less remarkable for the important military events of which it has been the theatre, than for the grandeur and nobleness of its natural scenery.

Stony Point. The little rough promontory on the left, nearly a mile below the entrance of the Highlands, was a fortified position during the American war. The British took it from Gen. Wayne in 1778, but lost it again the same year by surprise. There is a lighthouse on the top.

Verplanck's Point, on the opposite side, was also the site of a fort; but is now ornamented with a handsome private mansion, and the rocks near the landing are tastefully variegated with a lawn, an harbour, and many fine trees.

FORT MONTGOMERY AND FORT CLINTON. 5 miles.

These forts were taken by Sir Henry Clinton, on the 6th of October, 1777. His object was to co-operate with Gen. Burgoyne, at that time closely watched by Gen. Gates near Saratoga, and to afford him an opportunity to force his way to Hudson river, by effecting a diversion in his favor. Sir H. Clinton had left New-York with 3 or 4,000 troops, and landed at Verplanck's Point. A detachment was sent to Stony Point, and marched round in the rear of these forts, then under Gen. Putnam, and garrisoned by 1000 continental troops, part of whom were unfit for duty, and a small number of militia.

Gen. Putnam, *supposing* the object of the expedition to be *Fort Independence*, crossed the river.

He did not discover their real intentions until he heard the firing at forts Montgomery and Clinton, which were attacked at the same moment. The fighting began between four and five o'clock P. M. and lasted till dark, when the Americans having lost about 250 men, the forts were surrendered: but all the troops who were able, about 450, effected their escape, with the Governor and his brother Gen. James Clinton. The dead were thrown into Bloody Pond, in the rear of Fort Clinton. Part of the fleet, under Sir James Wallace, went up to Kingston, with Gen. Vaughan and his troops. The village was burnt on the 18th of October. The British proceeded no further than that place: for the news of Burgoyne's surrender being received a few days afterward, the fleet returned to New-York.

Anthony's Nose. This mountain (which has a profile resembling the human face) rises 1228 feet from the river, opposite the mouth of Montgomery Creek.

The Cat-skill Mountains are in sight from the top, part of Connecticut, the Green Mountains, with a view down the Hudson, extending to New-Jersey, and Harlem Heights, Long Island Sound, &c. Even the Lunatic Asylum in New-York can be discovered.

As the steamboat proceeds, several points are observed projecting into the river some distance above; and West Point makes its appearance on the left hand, with the ruins of *Fort Putnam*, elevated on a commanding eminence, a little beyond, above the water's level. The view this stands over this wild and mountainous

neighborhood, as well as its connexion with our history, will render it worthy of a visit. There are still three or four subterraneous rooms to be seen, and the place is often visited. This fortress commanded at once the river above and below West Point, and the passage into a defile which opens through the mountains westward. A fort stood on the opposite side of the river, called Fort Constitution.

Kosciusko's Monument is erected at West Point: and the spot is still shown where he cultivated his little garden.

On the East side of the river is *Cold Spring*, behind it is the *West Point Foundry*, the best in the United States.

WEST POINT.

The Military Academy of the United States, located at West Point, is designed for the instruction of young men destined for the army; and secondarily for maintaining the military science of the country. It was established, in 1802, by Gen. Williams, and extends only to the instruction of Cadets. The number of pupils is confined to 250; the sons of revolutionary officers are allowed the first claim, and those children of officers of the last war whose fathers are dead, the next. There are about 30 professors, instructors and assistants. Some of the Cadets afford assistance in instructing, for which they receive additional pay. The law prohibits admission under fourteen years of age.

The level on which the buildings of the institution are erected, is 188 feet above the river, though it has the appearance of having once formed a part of its bed. The annual expense of the institution to the United States is \$115,000.

The sum paid for the education of a Cadet, is about \$330 per annum. The library consists of a large and valuable collection of books, on the various branches of military science.

The buildings belonging to the institution are five; all large, and built of stone. There are, besides, six brick buildings for the officers and professors; near the water, some old military store-houses, which contain arms, &c. used in the revolution. The barracks were lately burnt. There is an elegant hotel.

The course of study is completed in four years, each being devoted to a class; and includes the French language, drawing, natural and experimental philosophy, chemistry and mineralogy, geography, history, ethics, and national law, mathematics in the highest branches, and lastly, artillery and engineering.

Study concludes each day at 4 P. M. and is succeeded by the parade, which lasts till sunset.

Col. Beverly Robinson's mansion on the east side of the river, was head-quarters at different periods in the Revolution.

In September, 1780, while the British held possession of Hudson river up to the Highlands, and General Arnold was in command here, a correspondence was carried on by him with the British officers, on the subject of surrendering his post into their hands.

Andre was sent under cover of the night from the sloop of war Vulture, which was then lying in Haverstraw Bay, to a place which had been appointed for the conference. A man by the name of Smith had been sent on board by Arnold, under the pretence of negotiating about an honora-

ble treaty with Great Britain, and he accompanied Andre to the foot of a mountain called the Long Clove, on the west side of the river. Here they found Gen. Arnold in a dark grove of evergreen trees, according to appointment.

Daylight put it out of the power of Major Andre to pass in safety the posts at Verplanck's and Stony Points. He was therefore obliged to disguise.

General Arnold had furnished him with a pass under the name of John Anderson; and on the following evening he set out by land, accompanied by Smith as a guide. They rode that night to McKoy's, after going eight or nine miles: and the next he spent at Pine's Bridge, over Croton River. Here he parted with Smith, and proceeded alone six miles, when as he had passed the American lines, and was approaching those of the British, he was discovered by three men, who were concealed from him behind a bank; and one of them suddenly stepping from under a tree by the road side, seized his horse by the bridle. They found in his boots a description of the works at West Point, with returns of all the forces of the garrison, in the handwriting of Arnold.

This happened on the 23d of September. A messenger was immediately sent to Gen. Washington; and at Andre's request, Lieut. Col. Jamieson sent to Arnold to inform him that Anderson was taken. The latter messenger arrived first; and Arnold as soon as he learned the truth, rushed down a very steep bank, sprang into his boat, and ordered the rowers to take him on board the Vulture.

Andre was hung at the town of Tappan, where

his body was afterwards interred. In 1827, the corporation of New-York erected a monument over the grave of Paulding, one of his captors.

On leaving West Point, the distant summit of Catskill mountains is distinguishable. *Putnam's Rock* was rolled from the top of Butter Hill, June 1778, by a party of soldiers directed by Gen. Putnam. On the east side is another *Anthony's Nose*.

Newburgh.—This is a town of considerable size, six miles beyond the Highlands, with some handsome buildings. Here begins the *Stage Road* leading from the river to Ithaca, at the head of Cayuga Lake, and communicating, by a steamboat, with the great western turnpike at Cayuga Bridge.

Newburgh is advantageously situated for the eye of one approaching it; as it stands on the declivity of a hill which slopes handsomely to the shore. Half a mile south of the village is seen the old stone house in which Gen. Washington had his head-quarters when the celebrated "Newburgh Letters" came out.

A coach runs daily to Gothen, near which are the Chemung Springs.

Fishkill Mountain.—The summits called North and South Beacons, which rise opposite Newburgh, at a distance of four miles, command a fine view over the surrounding country and the river, which appears, interrupted by the Highlands, like a number of lakes. Fort Putnam is in sight, and it is said that land may be seen in seven different states. Many villages, as well as the river, are included in the view.

Matteawan Factory, Fishkill.—It stands near the river and directly opposite Newburgh. It

gives employment to about 300 persons, with 50 power looms, &c. 1,000 or 1,500 yards of cotton are manufactured on an average from the wool every day, principally stripes and gingham. There is an extensive machine shop connected with it.

Poughkeepsie, the Capital of Dutchess county, is on the East side of the Hudson, 75 miles South of Albany, 74 North of New York. There is a small village situated on the irregular and picturesque ground near the landing, but the principal village is 1 mile distant, containing a Bank, Academy &c. Much manufacturing is done on the streams in this township; and great quantities of Barnegat lime, burnt hercabouts, are sent to different parts of the country.

Hyde Park, 6 miles N. of Poughkeepsie, contains the summer residence of Dr. Hosack, in view from the landing, and the grounds and garden attached are laid out in a princely style, and with some others in the village, are worthy of a visit from the passing traveller.

Kingston, on the West side, 100 miles North of New York, has a fine tract of meadow land at the village, 3 miles from the river. The Court house cost \$40,000. Limestone abounds. The village was burnt by the British in 1777. Esopus creek supplies mill seats.

For several miles beyond, the shores are of a regular elevation, but are cut through by several streams, which afford a little variety, as wharves are usually constructed at their mouths, where sloops receive their cargoes of timber or produce for New York.

The *Delaware and Hudson Canal*, which was commenced in July 1825, and completed, with the works in connexion with it, near the close of 1829, extends from Rondout creek, about four miles from the junction of the Waalkill with the Hudson, to the coal mines on the Lackawana creek, in Pennsylvania. The chief part of it, 65 miles, passes through a valley, two or three miles wide, in a south-westerly direction, to the Delaware.

The country at the opening of the canal is remarkably irregular and wild. On rising from the level of the river by locks into the basin, an assemblage of rocks, steep hills, and forest trees is suddenly presented to the view, with a few buildings; and after passing through a deep cut, where the work is very neat, and under a high bridge, the boat enters the river, whose smooth and grassy shore offers a very convenient towing path.

The canal is 36 feet in breadth at the surface, and four feet deep. The locks are nine feet wide, 72 in length between the gates, from eight to eleven feet lift, and built of stone.

The country seems as if it might have afforded a channel to the Delaware, before its waters forced for themselves a new passage through the Blue Ridge, 80 feet above the present level of that river.

At the High Falls on the Rondout River, the canal passes over a hewn stone aqueduct of two arches, just above which the cascade is seen, 50 feet high. The falls and the aqueduct both present a fine and striking appearance; the effect of which is still further increased by the passage of *the Five Locks*, by which the ascent is surmounted.

The Summit Level is about midway between the *Hudson and Delaware*, at Wurtzborough.

The *Marston River* is secondarily collected, and the canal then pursues the course of that river.

Carpenter's Point, on the Delaware, is the place where the canal meets that river, on the line of New Jersey; and it then proceeds north westerly, along its course.

The excavations of rocks along the Delaware, are in many places on a vast scale; and the variety of natural scenery, and artificial constructions presented to the traveller is highly agreeable and picturesque. A wall of stone rising from the river's bank, varying in height from 10 to 20 and 30 feet, supports the canal and tow path, in many places where the rocks have been blasted out with great expenses to afford it a passage.

Butler's Falls.—At this place the mountains rise to the height of several hundred feet, and a rock, which appeared to present a natural insurmountable obstacle, has been cut away with immense labor just over the tumultuous stream, so that boats pass along the smooth surface of the canal without difficulty or exposure, within a short distance of an impetuous current.

The Dam and Aqueduct over the Delaware.—The canal crosses the Delaware opposite the mouth of the Lackawana River, on a dam 4 feet in height, after which it enters the valley of that stream.

The Lackawana River.—Along the bank of this river the canal passes for a distance of about 20 miles supported for a great part of the way on a wall of stone. The wildness of the country on either side will offer continually striking objects to the traveller.

Honesdale, stands at the Forks of the Dyberry, where the railway meets the canal at its termination.

The Railway, by which the coal is brought from the mines, is provided with steam engines to move the carts. (We return to Hudson river.)

Saugerties.—Here is a large manufacturing place established by Henry Barclay, Esq. of New-York. By a large stone dam on Esopus creek he obtains a supply of water at a fall of nearly 50 feet, which may be twice used on great wheels. The canal conducts it about two hundred yards through rocks 65 feet high. Here is a mill for paper, and an iron rolling and puddling mill 169 feet long, rolls 200 tons a week, and can do double that work.

THE CATSKILL MOUNTAINS.

As the traveller proceeds he observes the distant ridge of the Catskill mountains more distinctly, which limit the view north and westerly for many miles, and form a grand feature in the scene. They nowhere approach nearer to the river than 8 miles, and in some places retire 15 and even 20.

An excursion to the summit of these mountains is performed by great numbers of travellers; and indeed has become so favorite an enterprise that it may very properly be ranged among the principal objects in the great tour which we are just commencing. The visit may be accomplished in one day, though two or three may be agreeably spent in examining, at leisure, the grand and beautiful scenery of that romantic neighborhood. There is a large and commodious house of entertainment erected at the Pine Orchard, one of the peaks of the mountain, about 3000 feet above the river. It *is visible from the steamboat*; and the ascent to it *is performed without fatigue, in private carriages*

or a stage coach, which goes and returns regularly twice a day.

The place to land for this excursion is Catskill, where begins a *turnpike road to Ithaca*. Taking the stage coach here, you proceed towards the Pine Orchard, passing a good inn at the distance of 7 miles, (640 feet above the river,) and then beginning the ascent, which is surmounted by a winding road that affords much wild scenery and many a glimpse at the surrounding country.* Five miles of such travelling brings the visiter to

The Pine Orchard. This is a small plain, 2214 feet above the river, scattered with forest trees, and furnished with an elegant hotel. The Hudson is seen winding from afar through its verdant valley, its margin adorned with villages, and its surface enlivened with vessels of various descriptions. Immediately below is seen a region of uncultivated mountains, which is strikingly contrasted with the charming aspect of fertility that reigns beyond, and presents all the variety of hill and vale, town, hamlet, and cottage.

The Round Top is a summit of greater elevation from which the view is more extensive. It is 3,718 feet above the ocean.

On the west side of the river is seen part of the counties of Albany, Greene, Ulster, and Orange; and on the east, part of Putnam County, and all of Dutchess, Columbia, and Rensselaer.

* The forests of this mountainous region furnish immense quantities of the bark used in tanning leather; and not less than 23 tanneries are in operation in this county, which supply about four-fifths of the leather annually inspected in the city of New-York. (Edwards' large tannery is in the town of Hunter.) Water power is advantageously introduced to aid in some parts of the process; and the custom has been adopted of soaking the bark in heated water. More than 155,000 hides were tanned in Green County in 1826, valued at more than \$400,000.

The distant highlands in the east belong partly to Taughkannuc and Saddle Mountains, in Massachusetts, and perhaps partly to the Green Mountains in Vermont. Lower down is discovered a range of hills in the western counties of Connecticut. The eye embraces a tract of country about 100 miles in length, and 50 in breadth; and a large part of it is supposed, by geologists, to have formed the bed of a great lake in some long past age, when the Hudson was thrown back by the barrier presented at the Highlands, before the present channel had been cut for its passage.

Nearly opposite is seen the old Livingston Manor, which is one of the few great aristocratical estates existing in this part of the country. It originally contained Clermont (14,000 acres,) the Manor (146,000), and East Camp or Palatine (6000). This last was settled by exiles from the Palatinate in the reign of Queen Anne.

The Cascades. There is a singular and highly romantic scene which has been intentionally reserved for the last. A path leads through the woods to the cascades, passing near two small lakes, from which the supply of water is derived. Carriages may generally be procured to take visitors to the spot.

The stream flows through the woods to where the level terminates; very abruptly, at a high and shelving precipice, descending into a tremendous gorge between ridges of gloomy mountains. The first fall is 175 feet, and the second 80: both perpendicular, without a single protruding rock to break the snow-white sheet.

A building is erected, where refreshments may be obtained; and on the right is a steep path by

which even ladies may descend in safety to the foot of the falls.

There is a cavern under the first cataract, where the shelving rock shelters the stranger from the spray, and throws a dark shade around him, which sets off, in the most beautiful manner, the wild scenery below. The cavern is formed by the wearing away of the sand-stone rocks, while the stratum of graywacke remains unimpaired.

At a little distance the stream takes its second leap into a dark abyss; and from a rock at that place, it is seen rushing tumultuously along over a steep and rocky channel, winding between the bases of the mountains until it gradually sweeps away towards the south, and disappears among the rude scenery that surrounds it.

The traveller will return to Catskill to take the steamboat.

THE CITY OF HUDSON, 5½ miles. This is one of the largest and most important towns on the river, and occupies a commanding eminence on the eastern bank, with several ranges of large stores built near the water's level. On the brow of the ascent from the water is a favorite promenade, from which a charming view is enjoyed of the river and the opposite Catskill mountains. The western shore is variegated and beautiful, and contains the village of Athens.

Hudson is a port of entry, and capital of Columbia county. Several vessels are employed in whaling. Ships of the largest size come up the river to this town without difficulty. 28 miles south of Albany.

It may be recommended to the traveller who

wishes to visit New-Lebanon Springs, to land here and take the stage coaches.

From Hudson to New-Lebanon is 28 miles.

The road passes through a varied, well cultivated, and agreeable tract of country. Stage coaches go daily to Lenox, Stockbridge, Pittsfield, &c. At Egremont, they exchange passengers with the coaches for Sheffield, Hartford, and New-Haven.

At Hudson carriages may be engaged for Catskill mountains.

The *Columbia Spring* is a place of some resort, and the water is considered effectual in cases of scrofula.

There are extensive manufactories of cotton, calico, &c. &c. in this vicinity.

Claverack is a pleasant village a few miles from Hudson.

The *Great Falls* is a romantic cascade, of 150 feet, about 9 miles from Hudson, near the old post route. There is a large manufactory about 250 yards from the cascade.

Various plans have been proposed, for the improvement of the navigation of Hudson river, and some have been attempted. Nearly \$150,000 have been expended since the year 1797, about \$30,000 of which was by the state.

The *Overslaugh*, 4 miles from Albany, is a place where the channel is narrow and crooked; and much labor has been resorted to in deepening it.

ALBANY, the capitol of the State of New-York, on the west side of the Hudson, 144 miles north of New-York, 165 west of Boston, 230 south of *Montreal*, contained 26,000 inhabitants in 1830, and must have increased much since that time. It is a city of great wealth and prosperity, and em-

bellished with fine buildings, public and private. The navigation of the Hudson is here connected with the Erie and Champlain canals, and the Schenectady rail-road, and numerous stage coach lines meet. The canal basin is formed by a pier 4,300 feet long; and the junction of the two canals is 8 miles north.

The Capitol or State House, 90 feet by 115, and 50 high, stands on the top of the hill of that name, at the head of State street, which is broad and fine. It contains the Senate and Assembly Chambers, Superior Court, &c. Near it are the City Hall, of white marble, the Institute, and Academy. There are in the city 5 Banks, 3 Insurance offices, an Athenæum, Library, Female Seminary, &c.

The first settlement was made in Albany in 1612, it being the second colony planted in the United States. A little trading house or fort, was erected by the Dutch on an island half a mile below the city, after which fort Orange was built on the main land above it. Albany was first called Aurania, afterwards Beverwyck, in 1625 it was named Fort Orange, in 1647 Williamstadt, and Albany in 1664. It was long protected against Indian attacks by a palisade. The charter was granted in 1686, and included 7160 acres. The form is peculiar: extending 7 miles along the river, although but one mile in breadth.

The *Erie Canal*, extends from Albany to Buffalo, 862 miles, connecting the navigation of the Hudson with that of Lake Erie, the Ohio river and the upper Lakes; and, by collateral works, with Lake Ontario and many of the small Lakes and streams in the interior of the State of New-York.

At the distance of 8 miles from Albany, it is joined by the Champlain Canal, which extends to Lake Champlain. There are many objects of interest along the route, both natural and artificial, which will be mentioned in the proper places. It was the first great work of the kind completed in the U. States, and its great success has done much to encourage the prosecution of internal improvements in different States of the Union.

The Canal. The whole quantity of down freight upon which toll is charged by weight, that was conveyed on the New-York Canals to Albany in 1833, amounted to one hundred and fifty-two thousand nine hundred and thirty-five tons, at 2,000 lbs. per ton. Arrived, 734,133 barrels of flour, 22,922 barrels of ashes, 13,489 barrels of provisions, 19,908 barrels of whiskey, 873 hhd. of whiskey, 17,116 bushels of salt, 298,504 bushels of wheat, 122,944 bushels of coarse grain, 257,252 bushels of barley, 2,187 boxes of glass. And also the following upon which toll is not charged by the ton: 20,960 cords wood, 74,350 feet timber, 55,338,547 feet lumber, 74,350 M shingles, and 68,321 tons of merchandise, furniture, and sundries, sent up the Canal from Albany. The whole amount of toll received by the Collector at Albany, is \$323,689.88, making an increase of \$87,053.56 over the receipts of last year. The number of boats arrived and cleared was 16,834.

Route to the Springs and the Falls. The common route to *Ballston and Saratoga Springs*, or that to *Niagara* will be pursued by most travellers arriving at Albany from the south. They will be given hereafter. They both leave Albany by the Railroad to Schenectady: The route to

Lebanon Springs 26 miles east from Albany, will first be given, with descriptions of places and objects along the old routes to Ballston and Saratoga.

There is a fine waterfall about 8 miles from Albany, in a south-west direction, on a branch of Nordman's creek; and the spot is of quite a romantic character.

There are several pleasant excursions which may be made in different directions from Albany: as to Lebanon Springs, Troy, Cohoes Falls on the Mohawk, (on the way whither will be seen some of the locks on the Erie Canal,) Waterford, Niskayuna, &c. These places will be described hereafter.—(See Index.) Most travellers however will take the

Albany and Schenectady Railroad, on the route to the Springs or to Niagara. It is between 15 and 16 miles long, with double tracks, and was commenced in 1830. The summit is a dead level of 14 miles, 335 feet above the Hudson, with a stationary steam engine of 12 horse power at each end, to draw the cars up inclined planes of 120 perpendicular feet, and branches to the Albany basin and Capital Square. In one place excavations of 47 feet have been made several hundred yards.* On approaching the western end, the road makes a gentle curve, which affords a view back upon the whole route, which is strait to that

* *Mr. Jesse Buel's farm*, 3 miles from Albany, lies in the route of the railroad. It contains 80 acres, which, in 1818, was in the neglected, unproductive condition of the adjacent soil. He ploughs much, and adopts a judicious system of rotation of crops, some of which are ploughed in for manure. Some fine hedges of different growths may be seen on the farm. He finds a convenient market in the city. *The Nursery* embraces about a dozen acres, and contains a well stored greenhouse. Here will be found numerous fine native and foreign plants.

place. The wheels run on an iron bar resting on pine rails. When completed the work will probably cost about \$40,000 a mile, or \$639,908.

(For the continuation of the route to NIAGARA, see page 46 and onward.)

LEBANON SPRINGS, 26 miles E. from Albany.

New Lebanon Springs is one of the most delightful resorts for strangers. Among all the places which might have been selected for an agreeable residence in the warm seasons, and calculated to please a taste for the softer beauties of nature, none perhaps could have been found more eligible than that we are about to describe.

The village of New-Lebanon is situated in a little valley, surrounded by fine hills, or rather spurs from two ranges of high ground, descending with a rich, and graceful slope on every side to its borders. The valley is almost a perfect level, which contrasts delightfully with the bold sides of the uplands, some of which are divested of their forests, and ornamented with cultivated fields and farms, presenting a rich variety to the eye wherever it turns.

On the side of a hill about two miles east from the village, and about half way to the summit of the ridge, issues out a Spring of clear warm water, which, although possessed of no strong mineral qualities, has given the place its celebrity; and there stands a fine and spacious hotel, to which the visiter will direct his course.

In coming from the west, the Shaker Village opens just beyond the last turnpike gate.

The terms of boarding are as follows: in July, \$8 per week, and at other seasons \$7. Near the

Spring is a Bath House, containing warm, cold, and shower baths.

A little arbor will be observed on the acclivity of the hill above the house, the path to which lies through the garden; and there an uninterrupted view will be enjoyed over the surrounding landscape. A still more extensive one may be obtained from the summit of the hill, by following the road for a considerable distance up, and then turning off into the fields. On the south-east is the road to Northampton; south-west the most extensive scene, and the road to the Shaker Village; west, village of New Lebanon, and road to Albany and Troy; north-west, the side of a fine sloping hill, well cultivated, and near at hand.

Distances. To Albany, 26 miles; Troy, 27. (This is the shortest way to Ballston and Saratoga Springs, Lake George, &c.) To Hartford, 69; Hudson, 28.

The waters of the Spring are abundant, and much esteemed for bathing, always keeping the temperature of 72 deg. Fahrenheit, although they cannot be supposed to possess any mineral virtues, as may be inferred from an examination of the following analysis given by Dr. Meade, and quoted by Professor Silliman. Two quarts of the Lebanon water contain.

Muriate of lime, 1 grain.	<i>Of Aeriform fluids.</i>
Muriate of soda, $1\frac{3}{4}$	
Sulphate of lime, $1\frac{1}{2}$	
Carbonate of do. $\frac{3}{4}$	
<hr/>	
5 grains.	
	Nitrogen gas, 13 cubic in.
	Atmospher air, 8 do.
	<hr/>
	21

The Lebanon water is therefore purer than most

natural waters, and purer than those in the vicinity, which flow from the very same hill. It resembles very much the Buxton water in England, though it is not quite so warm; and the Bristol water is another example of tepid water almost entirely without mineral qualities. Professor Siliman compares the scenery about Lebanon Springs to that of Bath in England. It is however graduated more on those principles of taste which habit cherishes in an American, as it abounds far more in the deep hues of the forest, and every where exhibits the signs of progressive improvement.

Messrs. Hull & Bentley's house at the Springs is very large, commodious, and elegant; and has accommodated 300 persons at one time. It stands close by the spring. The old house measures 90 feet, and the new one 120 feet long. They stand in the form of an L, and a fine piazza runs along them both, measuring 220 feet.

There is a small fish pond in the neighborhood.

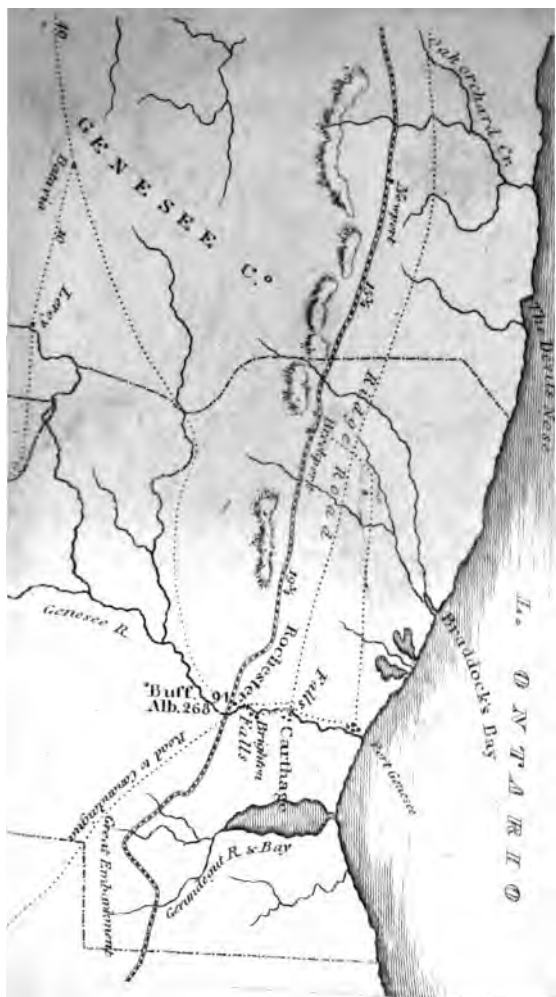
Roads from Lebanon Springs. From New-Lebanon Springs to Troy, there is a good road, through a variegated country. Distances as follows: to Nassau, 16 miles; thence to Troy, 11.

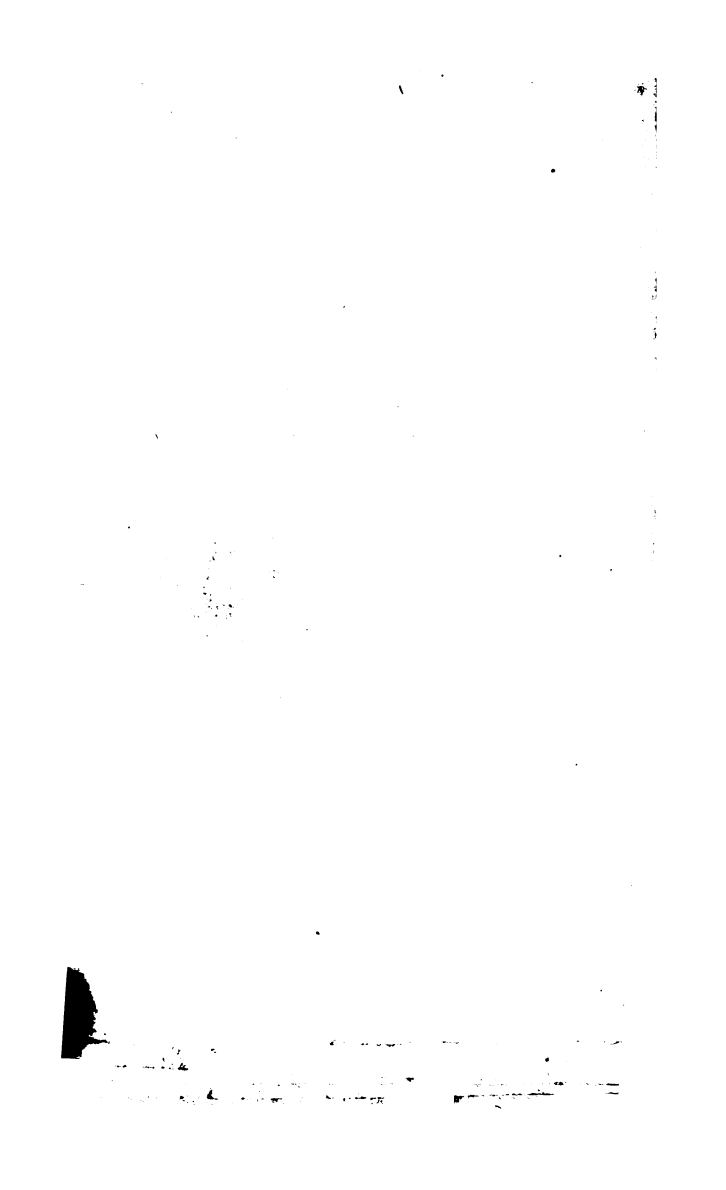
From the Springs to Hudson is 28 miles, and stage coaches go thither. The following is a table of distances on the road to Boston:

Pittsfield,* 7 miles; Hinsdale, 9; Peru,† 4; Worthington, 6; Chesterfield, 6; Northampton, 13; Hadley, 3; Amherst, 4; Belchertown, 7; Ware, 6; Western, 8; Brookfield, 6; Spencer,

* At Pittsfield is a flourishing Boarding School for boys.

† A church roof on a hill in this town, is said to divide the waters of the Connecticut and Housatonic, the rain running from it in opposite directions.



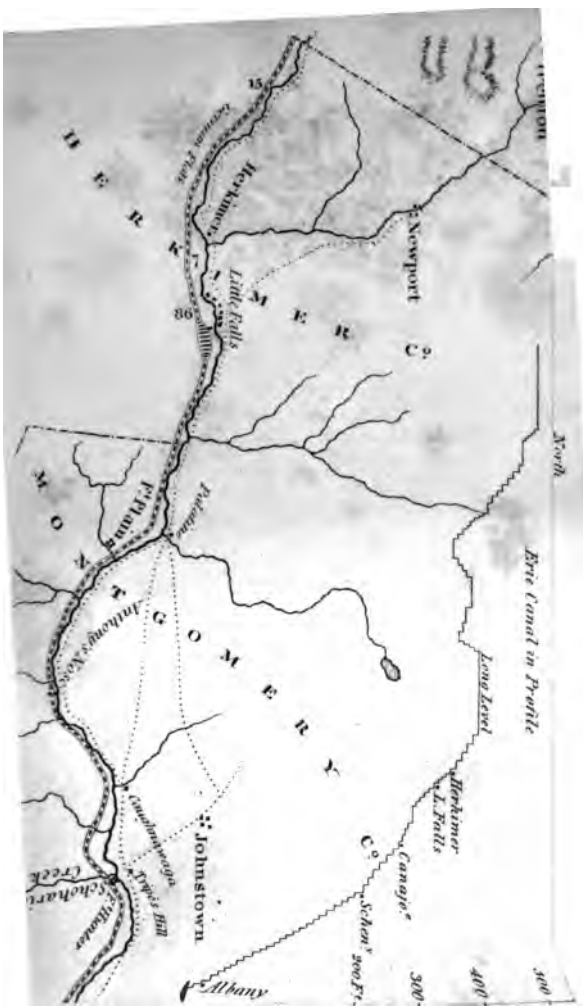


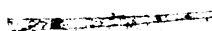


tal Congress in the Revolution. These are all of brass, and most of them highly ornamented. The French guns presented by the king bear each an individual name forward, and the inscription "*Ultima ratio regum*"—(the last argument of kings.)

There are also three or four howitzers cast in New-York and Philadelphia in the Revolution, some of the oldest specimens of such manufacture in this country. They bear the letters U. C. for *United Colonies*.

TROY, on the opposite side of the river, is a very handsome town, with fine hills in the rear, the most prominent of which is Mount Ida. The Dam and Basin at Troy form a great and expensive work, and are of marked benefit to the place, by diverting a part of the business of the canal. Troy has a court house, jail, market, 7 churches, 3 banks, and the large female seminary of Mrs. Willard. The road to New-Lebanon is a very good and very pleasant one. The distance is 27 miles. You pass Sandy Lake 10 miles, Nassau 8, village of New-Lebanon 12, and Lebanon Springs 2. On Mount Ida, is a fine succession of waterfalls, on two streams, the Poestenkill and the Wynantskill. One of them has cut its way in some places to a great depth, and takes three or four perpendicular leaps at short intervals of only a few yards. The road to New-Lebanon Springs leads near the place, which is worthy of attention for its picturesque character. There are several mills of different descriptions, and a cotton manufactory. The view from the top of this hill, and *still more* from the mountain behind it, is very *extensive* and beautiful.







L'Hay d'Arvergne etc.

H. Braun del.

At the *Van Rensselaer School*, the students deliver lectures, by turns, on the branches of study to which they are devoted; and during the pleasant seasons of the year, they allow much time to making personal observations on farming, the botany of the neighbourhood, &c. Boarding costs about \$1,50 per week, and no charge is made for room rent, use of the library, apparatus, &c.

Any person above 18 years of age is gratuitously offered education, who possesses the scientific acquisitions to be taught in any incorporated academy; if he has a good moral character, and will return to his county and exert himself to introduce and extend the experimental plan of education.

Miss Willard's Academy, for young ladies, is also a very respectable establishment.

The Double Locks.—The two locks which occur just below the junction of the northern and western canals, were doubled in 1825, to furnish room for the boats, which pass here in great numbers. They are built of marble from Westchester county.

The junction, $8\frac{1}{2}$ miles from Albany, is where the Northern and Western canals unite. To this spot the canal is of a greater width than either of the branches. The Northern canal runs to Whitehall, Lake Champlain, with locks, a distance of $62\frac{1}{2}$ miles, passing through Waterford, Halfmoon, Stillwater, near Bemis's Heights, (14 miles from Waterford,) with the battle grounds of General Burgoyne, Fort Hardy, where he surrendered, Fort Miller, Fort Edward, and Fort Anne.

THE ERIE OR WESTERN CANAL, reaches to Buffalo, on Lake Erie, a distance of 362 miles.

It has 83 locks, which raise and lower the water 688 feet in all. The principal points where the most labour and expense were required, are the following :

The Basin at Albany,—the Dam and Basin at Troy,—the Locks at the Cohoes Falls,—the two Aqueducts on which the canal twice crosses the Mohawk,—the long Stone Wall and Locks at Little Falls, together with the beautiful Aqueduct for the Feeder at that place,—the long stretch through the Onondaga Swamp,—the great Embankment at Victor, where for two miles the boats pass 72 feet above the level,—the Aqueduct over the Genesee at Rochester,—the five double combined Locks at Lockport, and the Long Pier at Black Rock.

The principal natural objects near it are ;

The Cohoes Falls,—Little Falls,—the Falls of Trenton, 14 miles north-east of Utica,—the Lakes of Oneida, Salina, Onondaga, Cayuga, Seneca, and Canandaigua—the three Falls of the Genesee River, at Rochester and Carthage; Niagara,—and the Lakes of Ontario and Erie.

The amount of toll received on the Erie, and Champlain canals, in 1832, was \$1,196,000.

At the 9 Locks, the road to Waterford leaves the Erie canal on the west, and the Champlain canal on the east ; and crosses the Mohawk River below the Cohoes Falls.

COHOES FALLS. This is the great Cataract of the Mohawk River. The height of the fall is 62 feet. The banks are mere walls of stratified rock, rough, and sometimes hollowed out beneath, *rising about 140 feet above the river for a great distance below the falls.* A bridge, on Towne's

plan, was built across the river in 1822, near the dam. At first view the cataract appears almost as regular as a mill-dam; but on a nearer approach, the ledge of rocks over which the water is precipitated is found extremely irregular and broken. Many fine fish are caught at the bottom.

The Lower Aqueduct, $2\frac{1}{2}$ miles above the falls. On account of the difficulty of cutting the canal along this side of the river, above this place, it was found easier to carry it over, as there is a natural channel on the other side. This aqueduct is 1188 feet long, and rests on 26 stone piers and abutments.

Wat Hoix Gap, $2\frac{1}{2}$ miles—the channel above mentioned.

Upper Aqueduct, $9\frac{1}{2}$ miles—748 ft. long, and rests on 16 piers. The scene at *Alexander's Bridge* is

fine.

Schenectady, is one of the oldest settlements in the state, having been occupied as a little frontier fortress before the year 1665, when it was attacked by a party of French and Indians from Canada, and burnt, and many of the inhabitants murdered. This party was designed against the Five Nations; but being much worn down with travelling in the winter they fell on Schenectady.

Union College is conspicuously situated a little out of town. Two large stone buildings 200 feet long have been erected several years, but the original plan, which was quite extensive, has never been completed.

FROM SCHENECTADY TO UTICA.

By the Canal $79\frac{1}{2}$ miles. By the road 81 miles.

Rotterdam Place, 3 miles.

Flint Hill. 10 1/2 miles. 8 miles from the

Fort Hunter 10 1/2 miles. 10 miles from the

North of the canal, and on the bank of the Mohawk, is the place where this little fort formerly stood.

Near this place is the site of an old fort of the Mohawk Indians; and there is still to be seen a chapel built by Queen Anne, near the beginning of the last century, for the use of that people, called *Queen Anne's Chapel*.

SCHOMARIE CREEK. 1 mile. Here is a collection of several very interesting works, formed for the convenient passage of boats across a broad and rapid stream. A guard lock preserves the water in the canal from rising or falling, and the current of the creek is set back by a dam a little below, nearly to the same level. The dam is constructed in a manner best calculated to resist the pressure of the current in floods, and when increased by the ice. It has a broad foundation and a narrow top; and it is built so as to present an angle against the middle of the current. A wheel turned by a horse moves a rope, which is stretched double across, and is carried round a wheel on the other side; a line attached to this draws the boats, they being kept in their course by another line, which slides upon a long rope stretched across the creek on the other side of the boats.

CAUGHNAWAGA, 4 1/2 miles. The village of *Johnstown* is situated at the distance of four miles north of the canal.*

* *Tribe's Hill* is a commanding elevation, within the limits of *Johnstown*. It was formerly the place of the council fire of the Mohawk Indians.

Anthony's Nose, $7\frac{1}{4}$ miles. This is a high and prominent hill, rising abruptly on the southern bank of the river. On the top is a remarkable cavern, which extends downwards to a great depth, with several apartments of considerable size. This hill is represented in one of the plates; but the view is taken from a spot west of it.

There is every appearance of a rent in the hills having been made by a strong current of water; and geologists consider them as having originally been a barrier to a great lake which was thus gradually drained.

dians; and the Germans have corrupted its name to "Tripe's Hill," by which it is commonly known.

At Johnstown, on the road, are two fine houses, built of stone, standing at the distance of a mile from each other. They were erected by Sir William Johnson and his family, as this tract of country was the place of his residence, and formed a part of his vast and valuable estate. There was originally a third house, similarly built, and at the interval of another mile; but this was consumed by fire. Col. Guy Johnson and Col. John Johnson (sons of Sir William) inhabited two of them until the revolutionary war; when, having attached themselves to the British interest, they removed into Canada, and their estates were confiscated. Colonel John afterwards came down with a party of French and Indians, attacked the town, and made prisoners many of his old friends and neighbors.

SIR WILLIAM JOHNSON, who makes so conspicuous a figure in the history of the state about the time of the French war, was born in Ireland, in 1714, and in 1734 came to America, at the solicitation of his uncle, Sir Peter Warren, who had acquired a large estate here through his wife. Sir William became well acquainted with the Indian language and manners, and acquired a greater influence over them than any white man ever possessed. He rose from the station of a private soldier to the rank of a general, and commanded at lake George in 1755, although he will perhaps be seen, the title which he there received was really merited by Gen. Lyman. July 25, 1759, he took Fort Niagara, and in 1769 went to join Gen. Amherst at Oswego, and assisted in the capture of Montreal. He died and was buried at his seat, July 7, 1774, at the age of 60 very rich, in consequence of the increased value of his extensive estate after the French war. This building was erected in 1773, and stands nearly a mile westward from the village. It is called *the Hall*.

The Battle of Johnstown. On the 25th of October, 1781, Col. Willet, with 400 white men and 20 of the Oneida tribe, fought 600 of the English and Indians, on the grounds belonging to the mansion. The loss of the enemy was considerable, and they suffered so much during their retreat, that on their arrival in Canada their numbers were reduced to 200.

Canajoharie Creek and Village, 5 miles. Hence a stage coach two or three times a week to Cherry Valley.

Fort Plain, 4 miles. Here is a small village, belonging to a town inhabited by the descendants of Germans. It occupies the site of old Fort Plain. The German language, much corrupted, is spoken. This little fort was surprised by Captain Butler in the revolutionary war, on his return from burning Cherry Valley; and here he committed similar atrocities.

Dam on the River, and Feeder for the Canal.
4 miles.

The mouth of East Canada Creek, on the opposite side of the Mohawk. Near that place Capt. Butler met a violent death, soon after leaving Fort Plain, on his way back to Oneida Lake and the Oswego. He had crossed the river somewhere below, and while lingering a little in the rear of his troops, was overtaken near the mouth of the creek, by two Oneida Indians, in friendship with the Americans. Seeing them preparing to kill him, he begged for his life; but they only replied, "*Sherry Valley!*" and tomahawked him on the spot.

Mohawk Castle, 2 miles. This was the principal defensive position of that famous nation of Indians now entirely scattered and lost. As the nearest to the Dutch settlements, and New England, they were long regarded with peculiar solicitude, and frequently with great dread. They were one of the five nations, of which we shall speak more particularly, at Oneida, and were long faithful and servicable friends to the white men. Here is an old chapel erected for their use.





THE SCENIC VIEW FROM THE MOUNTAIN

LITTLE FALLS. The country presents a varied surface, and increases in interest on approaching Little Falls, which is the most romantic scene on the course of the Erie canal. On reaching a little open meadow surrounded by hills where the views open upon cultivated fields and a few farm houses, the Mohawk will be found flowing below on the right; while on the opposite side, at the foot of the hills on the verge of the forest that covers them, the great road is seen, after having been lost to the view for a long time. Here is situated Gen. Herkimer's house, on the south side of the river at the foot of Fall Hill. The road, the river, and the canal meet again at the head of the valley; for there is but one passage, and that so narrow as hardly to afford room for them all, through a chain of limestone and granite hills, doubtless torn away in some former age by the force of water. If the chain were again filled up it would throw the water back, and form an immense lake, such as is supposed to have once existed west of this place, and which, by overflowing its bounds, in process of time wore away the limestone strata, and cut deep into the hard granite, until a mere river succeeded, and the fine alluvial plains above, called the German Flats were left dry.

The stranger should, by no means, neglect the view of this place. If he reaches it early or late in a pleasant day, particularly near the rising of the sun, the beauty of the scene will be redoubled. On the north bank of the river, the road climbs along the side of the rocks, where there is barely room for its passage. A great part of the way,

it is almost overhung by rocks and trees on one side, while on the other is a precipice of granite, cut down by the force of water in perpendicular shafts, originally formed by drills, made by loose stones whirled round in the current. The same appearance extends to the islands and rocks in the channels, many of which appear quite inaccessible, with their ragged and perpendicular sides overhung by dark evergreens, whose shade seems the more intense from its contrast with the white rapids and cascades below. In some places the road is protected by immense natural battlements, formed of massy rock, which have been loosened from above, and planted themselves on the brow of the precipice. The scenery has been compared with that of the river Dove in Derbyshire, and the Killin in Perthshire, England.

On the south side of the river runs the canal supported by a wall 20 or 30 feet high, constructed at great expense, and rising from the very channel of the Mohawk. The wildness of the surrounding scenery contrasts no less with the artificial beauty of this noble work, than the violence and tumult of the Mohawk with the placid and silent surface of the canal, or the calmness and security with which the boats glide along the side of the mountains.

The canal traveller may step on shore at the two locks, and walk along the tow paths, as there are five more locks a mile above. If he wishes to stop a few hours to view the scene more at leisure, the village of Little Falls is only half a mile from that place, where is a large and comfortable inn, with canal boats and stage coaches passing very frequently.

The *Aqueduct* across the Mohawk is near the five locks; and is considered the most finished specimen of mason work on the line of the canal though much inferior in size to that over the Genesee at Rochester. It conducts a supply of water from the old canal, formerly built for boats to pass the falls, and communicates also with a large basin on the north bank. It passes the narrow channel of the river with three beautiful arches, which are covered with a calcareous cement roughened by little stalactites, formed by the water that continually drips through the stones. The span of the middle arch is 60 feet. Stones, twigs of trees, &c. on which the water falls, are soon found incrustated with a similar substance. The channel here shows part of the old limestone strata, with the more durable granite rocks laid bare below.

This range of mountains, called in this part of the state the Catsbergs, is a spur of the Alleghany and extends along the west side of Lake Champlain, till it disappears in the northern levels in Canada.

This neighborhood is interesting to the geologist, abounding in organic remains, and rock-crystals, (quartz), terminating with two pyramids.

There are mills of various kinds at this place.

On leaving Little Falls, the canal enters upon a beautiful meadow of fine soil, and smooth surface; through which the Mohawk winds in a placid and gentle current, enclosed on each side by sloping hills. At the distance of *three miles*, we are in the level region called the German Flats, *famous for its fertility*. The inhabitants, who are

almost all of German extraction, still preserve their language, and many of the customs of their ancestors, and though often laborious and provident farmers, are little inclined to those improvements in learning or the useful arts, which distinguish so large a portion of the state. The scenes presented along this part of the canal bear a resemblance to some of the meadows of the Connecticut, although of inferior size, and of more recent settlement.

Six miles from Little Falls is *Lock No. 48*. An old church is seen on the south side ; and also, old Fort Herkimer.

Herkimer. This village is situated about a mile and a half beyond, and a mile north of the canal, on a semicircular plain ; the circumference of which is traced by the Mohawk, and the diameter by the great road. It derives its name from Gen. Herkimer, of whom there will be more to say at Rome. Fort Herkimer, or the "Stone House," is near the canal, a mile and a half from Herkimer.

The traveller may take a carriage here, to visit *Trenton Falls*, and join the canal again at Utica ; or go first from Utica.

The *Long Level* begins at Lock No. 53, nearly six miles west of Herkimer. It is the longest reach on the canal, without any interruption by locks, extending to Salina, a distance of 69½ miles. After passing Frankfort, we reach

UTICA.

This is one of the largest and most important of the western towns. Here the river, the great road, and the canal, all meet again. There are

roads concentrating here, from various direct and stage coaches arriving and departing in numbers.

There are several handsome churches in Utica, one or more for almost every denomination. Streets are broad, straight, and commodious; the principal ones well built with rows of stores, or elegant dwelling-houses. The river over the Mohawk is at the end of the

There were, in 1830, 8253 inhabitants.

Milton College is situated near the village of Milton, nine miles from Utica. There were 1000 graduated here in 1828.

TRENTON FALLS.

The most interesting vicinity is well worthy the attention of every person of taste, being justly considered one of the finest natural scenes in this part of the country. An excellent inn is kept at the falls.

In this house you descend a long staircase to the steep bank of the West Canada Creek,

which has cut a frightful chasm through a rocky mountain in some places 150 feet deep, and is seen rushing swiftly by through a declining channel below.

The chasm continues for four miles, and presents the greatest variety of cascades and rapids, boiling pools and eddies. The passage is everywhere very narrow, and in some places it is often necessary to form an artificial path by means of gunpowder. These places appear dangerous, but only require a little caution and a clear head to ensure the safety of the visitor. Strong iron chains are fixed into the rocks for his security. There are four principal

cataracts, between the staircase by which you first descend and the usual limit of an excursion, which is about a mile and a quarter up the stream. The first of these you discover soon after the first turning, and is about 40 feet high; with the greatest fall towards the west. The top of the rock on the right side is 150 feet high by line measurement. The second is a regular fall, much like a mill dam, about eight feet high; the third, a remarkably striking and beautiful one; and the fourth, rather a succession of cascades, but presents many most agreeable varieties.

Near the foot of this a melancholy accident occurred in 1827. A lady from New-York was drowned by slipping from a low bank; unseen, although her friends and parents were near her.

A singular species of tree is found in this neighborhood, called the white cedar, with drooping branches, which often grow to such a length as to descend far below the root, towards the water. The rocks here are all a dark limestone, of a very slaty structure, and contain astonishing quantities of petrified marine shells and other animals of antideluvian date, such as dilobites, trilobites, &c. &c.

There are several other cataracts besides those already mentioned, both above and below; and a stranger might spend some time here very agreeably in observing them at leisure, and in catching the fine trout with which the creek abounds.

FROM UTICA TO SYRACUSE.

By the Canal 63½ miles.

Whitestown,	4 miles.
Oriskany village.	7
Rome on the right,	8
Feeder from Wood Creek, and the old	
U. S. Arsenal,	1
Oneida Creek,	14
Lock 54, end of the long level,	29
Syracuse,	—½

These places are noticed in succession.

Whitestown is one of the most beautiful villages in this part of the state, as well as the oldest settlement. All this tract of country was a perfect wilderness in 1785, when Mr. White, from Middletown in Connecticut, first took up his abode here and lifted an axe against the forest. The traveller may keep this in mind as he pursues his journey, and the progress of civilization will appear more astonishing.

SEIGE OF FORT STANWIX. *On the road* from Whitestown to Rome, is the spot where Gen. Herkimer remained under a tree after receiving his mortal wound. In 1777, Gen. Burgoyne sent between 1500 and 1800 men, many of them savages, under Baron St. Leger, from Montreal, by Lake Ontario, to attack Fort Stanwix; and then to go down the Mohawk to Albany. Early in August, they arrived at Fort Stanwix. Gen. Herkimer, commander of the militia of Tryon county, was sent against them with 800 men. His men insisted on going on, to meet a detachment under Sir J. Johnson, sent out by St. Leger; but at the first shot they fled. A few re-

mained and fought, and Gen. H. was killed. Congress voted a monument to his memory, but it has never been erected. The Americans lost 160 killed, and 240 wounded and prisoners. Two miles below Fort Stanwix the canal commences between the Mohawk and Wood Creek.

Fort Stanwix stood 60 or 80 rods N. E. of the centre of the village of Rome, with a deep ditch, three rows of palisadoes, and a block-house in the middle.

Rome. Near this village, when the canal was opened through a ridge of diluvial formation, clams were found alive, which were eaten by the workmen. (See Am. Journ. of Sci. &c. 1829.)

ONEIDA CASTLE. This is a village on the confines of a tract of reserved land belonging to the Indians of the Oneida nation. The principal residences of most of the Indians in this part of the country were formerly fortified in a manner corresponding with their ideas of warfare, and hence the name of castle attached to this village, as well as to several others which we have occasion to speak of further on.

The Oneidas were one of the original Five Nations, which form so conspicuous a figure in the history of this state.

A mile east of Oneida Creek, and by the road side is the ancient **COUNCIL GROVE**, where all the public business of the nation was for many years, transacted. It is formed of 27 fine butter-nut trees, which, in the summer season, from a little distance, presents a most beautiful and regular mass of verdure. Towards the south-east from this place is seen the Episcopal church for the use of the Indians.

A considerable portion of the tribe have recently removed to Green Bay.

The Oneida nation were idolaters until within a short time ; but a few years ago the nation renounced their ancient superstitious rites, and declared in favor of Christianity.

BROTHERTOWN AND NEW STOCK-BRIDGE, Are two villages, a few miles southeasterly from here, situated on part of the old Oneida reservation, but granted to some of their scattered Indian brethren from Pennsylvania and New-England. New-Stockbridge, until recently, was the residence of the Stock-bridge tribe, who came by an invitation from the Oneidas some years ago. They had Christian ministers among them long before they removed from Stock-bridge in Massachusetts. Most of them now reside at Green Bay, on land given them by the Menomines.

Manlius Centre. 50 yards from the canal and two miles east of Manlius Centre, is a curious spring, from which sulphuretted hydrogen rises, which is inflammable.

SYRACUSE.

The great Salt Spring is only a mile and a half distant, and the water is brought in hollow logs to the salt vats, in great abundance, and at a very trifling expense. The vats will be seen at the western side of the village, as well as the works at Salina, Liverpool (6 miles distant), and Geddesburgh. In all these four villages, about 500 acres, in 1827, were supposed to be covered with vats, for solar evaporation. The vats are large pans made of wood, three or four inches deep,

raised a little from the ground, and placed in long ranges, with a very gradual descent, to permit salt water to flow slowly along from one end to the other. Each range of vats is supplied by a hollow log placed perpendicularly in the ground, and the constant action of the sun evaporates the water, and leaves the salt to be deposited in small cubical crystals at the bottom. The water is at first a little thick, but gradually deposits its impurities; and the lower vats always show a beautiful white crust, like the purest snow.

Light wooden roofs are kept ready to slide over the vats when the weather requires it; and the salt is taken out once in two or three days, to be deposited in the storehouses, which are built at regular distances.

Thence it is easily removed to the canal, and then is ready for transportation to any part of the country.

In 1823, there were about 100 houses, and the number was doubled in 1824. In 1827, the vats covered one hundred and sixty acres, and cost the companies engaged, \$120,000.

The *Oswego Canal*, was opened in July, 1825, leaves the Erie canal at this place, and affords direct communication with Lake Ontario. A large ship canal might be made at a small additional expense. The bank is used as a tow path a considerable distance. The shores rise gradually to a height of 100 feet, with few inhabitants and little cultivation. The locks and other works are in the best description, and very admirable workmanship. A barrel of flour will go for six cents by the lake and this canal, from Rochester to

lina. It is 38 miles long. Half that distance it is constructed along the bank of the river of the same name, connected, with it by locks, and the other half is slack-water navigation in the river. It has 22 bridges, 7 culverts, 1 aqueduct, 2 waste weirs, 8 dams across the river, 13 locks of stone and 1 of stone and timber, with an aggregate lift of 123 feet.

SALINA, Is situated a mile and a half north from Syracuse. The mode of evaporation generally adopted here, is that of boiling. Each building contains sixteen or eighteen large iron kettles, of 120 gallons each, which are placed in two rows, forming "a block." They stand about three feet higher than the floor; and under them is a large furnace, which is heated with pine wood, and requires constant attention to keep the water always boiling. The water is drawn from a large reservoir at one end of the building, after

having been allowed to stand awhile and deposit the impurities it has brought along with it. A hollow log, with a pump at one end, and furnished with openings against the kettles, is the only machine used in filling them. The first deposit made by the water after the boiling commences, is a compound of several substances, and is thrown away, under the name of "Bittern;" but the pure white salt, which soon after makes its appearance, is carefully removed, and placed in a store-room just at hand, ready for barrelling and the market. Each manufactory yields about 75 bushels a day.

There are two large manufactories here, where salt is made in reservoirs of an immense size, and evaporated by hot air passing through them in

large pipes. The reservoir of the principal one contains 40,000 gallons. The pipe is supplied with heat by a furnace below, and the salt is forced in large loose masses, resembling half-thawed ice. The crystalization also is different from that produced by the other modes, at least in secondary forms.

The village of *Salina* is of considerable size and a flourishing appearance. In 1833, it contained 8000 inhabitants; the village of Geddes 520; and Liverpool, 375. The extensive marshes which bound it on the west are unwholesome during the warmer seasons of the year, and the whole neighborhood is more or less infected with the fever and ague. Since the marshes have been partially cleared and drained, the disease has been greatly diminished.

The branch canal which runs through this village, is made to turn several mill wheels in its course. A forcing pump raises the water of the salt spring destined to supply the manufacturer here and at Syracuse; that for the latter being elevated to the height of 70 feet, and the pump being able to raise 120,000 gallons in 24 hours.

The *Salt Spring* itself will be viewed as a curiosity, but in its present state presents no very remarkable appearance.*

The *Lake* will be seen at the distance of about a mile. It is six miles long and two broad, and must receive a considerable quantity of salt water from the draining of the marshes, as its banks are covered with saline plants. The valley is a

* Quantity of salt inspected in 1831, 1,514,037 bushels; duty to States, 12½ cents per bushel. About 5 millions of bushels are made in U. States, and the same quantity imported annually.

rounded by limestone hills, with petrifications; and gypsum is found in great quantities.

"*The American Salt Formation*," says Dr. Van Renselaer in his 'Essay,' "extends over the continent from the Alleghanies to the Pacific, between 31° and 45° N. lat. In this immense tract, rock salt has been occasionally found; but its locality is more generally pointed out by brine springs." The salt springs in this state are in the counties of Onondaga, Cayuga, Seneca, Ontario, Niagara, Genesee, Tompkins, Wayne, and Oneida; but this is the most valuable on various accounts. In 135 manufactories, salt is made by artificial heat, in 3,076 kettles; and the vats would extend if in a line, about 30 miles. In 1831, near 1½ millions of pounds of salt, was manufactured in all these villages.

FROM SYRACUSE TO ROCHESTER.

As the traveller is supposed to go to Rochester by the canal, the description of places on the Turnpike is omitted until we reach that part of the country on the return from Buffalo.

By the canal, 99 miles. Weed's Basin 26 m. —A coach to Auburn, 8 miles for 50 cents. 11 m. Montezuma Salt Works. Here begin the Cayuga Marshes. The canal across the marshes was constructed at a vast expense. 35 m. Palmyra. Coach to Canandaigua, 13 m. for 75 cents. The Great Embankment at Victor, 72 feet high, extending 2 miles.

Antiquities, In the towns of Onondaga, Camillus, and Pompey, are the remains of ancient villages and forts, of which a description will be found in *Yates and Moulton's new History of the State, vol. i, p. 13.* In Pompey the form of a

triangular enclosure is visible, with the remains something like circular or elliptical forts at the corners, 8 miles apart, the whole including more than 500 acres. De Witt Clinton, late Governor of this state, in his memoir, read in 1817, before the Lit. and Phil. Society, thinks the place was stormed on the north line. See also North American Review.

In Camillus is an elliptical fort on a high hill, three acres in extent, with a covered way, 10 rods long, to a spring on the west, and a gate toward the east. Another is on a less elevation half mile off, and half as large. Sculls, pottery, and bits of brick used to be picked up in these places.

ROCHESTER

Is the largest and most flourishing place in the part of the state, being indeed the fourth in the state in point of numbers, the township containing, in 1833, 10,000. It is situated on the west side of the Genesee river, at the upper falls where it is crossed by the canal; and enjoys the finest advantages for water-mills of all kinds from the convenient and abundant supply obtained from the falls. *Stage Coaches* go hence, daily to Buffalo through Batavia; to Canandaigua; Niagara falls by Lockport and Lewiston, &c. &c.

Rochester was first surveyed into lots in the year 1811, the first settlement made in 1812, and it was not until the latter part of the year 1813 that any considerable addition was made to the number of inhabitants. In 1818, the village contained 1049 inhabitants; and in 1830, 9207.

There are some fine dwellings, an arcade, *court house*, jail, market, 13 large flour mills *stone*, which can make 342,000 barrels of flour

annually. There are 52 run of stones in all. About 9 million feet of lumber are sawed here in a year; and 5 millions brought down the river. There is a cotton factory, with 1400 spindles and 30 power looms, and a woollen factory; three bridges over the Genesee, 8 canal basins, two dry docks, &c. The Broadway bridge, 600 feet long, is a few yards above the aqueduct.

There is an eye and ear infirmary, a bank, a High School, and 6 meeting-houses for Episcopalians, Presbyterians, Methodists, Friends, and Catholics.

The water power belonging to this village and the vicinity is equal to the power of 38,400 horses; or, 1,920 steam engines of 20 horse power each. Therefore the water power is worth (computing the cost of such engines, as in England, at \$8,880 each; and the annual expense of working at 222 dollars for each horse power,) almost ten millions annually. Only a small part of it is yet used. The whole river supplies 20,000 cubic feet a minute; and the combined height of the falls at Rochester and Carthage is about 280 feet. A fall of $12\frac{1}{2}$ cubic feet of water in a minute, 20 feet is equal to the power of one horse. The capital invested in manufactories was \$511,000, in 1832; and the amount manufactured, \$1,857,000.

The *Aqueduct* over the Genesee is one of the finest works on the course of the canal, and is no less remarkable for its usefulness than for its architectural beauty and strength. It is borne across the river's channel, on ten arches of hewn stone. The river *dashes rapidly* along beneath, while

boats, with goods and passengers, glide safely above.

A feeder enters the canal on the east side of the river, and sluices are also constructed for the supply of the numerous manufactories built on the banks. All that part of the canal west from Rochester, is supplied with water from the Tonawanda creek.

The Fall at Carthage, with the truly impressive scenery of the banks, is worthy of particular attention.

A *Railroad* furnishes a conveyance to Carthage.

The *Lake Ontario Steamboat* touches at Port Genesee, at the mouth of the river, on its way to *Niagara* and to Ogdensburgh—the route to *Montreal*.

Carthage. The fall is 70 feet in a few yards. The precipices are walls of secondary rocks, presenting their natural stratification, and descending from the surrounding level, to a depth of about two hundred feet. A singular vein of whitish stone will be observed, cutting them horizontally, and disappearing at the brink of the falls, which it has kept at their present position: its superior hardness, evidently resisting the action of the water for a much longer time; and probably rendering the descent more perpendicular than it would otherwise be. The rocks are overhung with thick forest trees.

One of the boldest single fabrics that art has ever successfully attempted in this country, now shows a few of its remains in this place. The two great piles of timber which stand opposite *each other* on the narrow level, where once the

river flowed, are the abutments of a bridge thrown over a few years ago. It was 400 feet in length, and 250 above the water; but stood only a short time, and then fell with a tremendous crash, by its own weight. Fortunately, no person was crossing it at the time—a lady and gentleman had just before passed, and safely reached the other side.

On account of the obstructions at the falls, navigation is entirely interrupted here; and all the communication between the banks of the Genesee, as well as the canal, and Lake Ontario, is through Carthage. Merchandise is raised up the bank, or lowered down, by means of an inclined plane, very steep, where the descending weight is made to raise a lighter one by its superior gravity.

ROAD FROM ROCHESTER TO NIAGARA

FALLS, 87 miles.

To Carthage Falls	2	To Gaines	8
Parma	9	Oak Orchard	7
Clarkson*	7	Cambria	11
Hartland	14	Lewiston	15
Sandy Creek	7	Niagara Falls	7

The principal objects on this road are, the **Ridge**, **Lewiston**, on Niagara river, and the **Tuscarora Village**. **Niagara Village** will be seen if you do not cross into Canada at **Lewiston**; and **Queenstown** if you do. **Lockport** should, by all means, be visited.

* *Holley Village, 25 miles west of Rochester, is 12 miles distant from the sulphuric acid spring in Byron. There are but two others known in the world: one in the ancient crater of Mount Iddene in Java, and the other in the Rio de Vinagre, or Vinegar river, flowing from the extinct volcano of Parícut, near Papayan, in the waters of which fall with sulphur, and the spray of which irritates and inflames the eyes of travellers.*

The *Ridge* is a remarkable elevation, of little height, and for the most part very narrow, extending a great part of the distance from Rochester to Lewiston. It is often perfectly level for several miles, and affords an admirable foundation for the road, which has, in consequence, been laid along its top. Some have imagined that the ridge was, at some long past period, the shore of Lake Ontario, and was thrown up by its waves.

The ground presents a slope on each side of the path, peculiarly well adapted for home lots, gardens, and orchards; and well-built, and even handsome, houses will be observed, which are still few indeed, but show that a good style has actually been introduced.

Gasport, $6\frac{1}{2}$ miles east of Lockport, derives its name from the carburetted hydrogen gas which rises in the basin of the canal.

LOCKPORT.

This is one of the interesting places on the canal. Here is the noblest display of locks, two ranges, made of fine hewn stone, being constructed against the brow of the Mountain Ridge. Above the locks, the *Deep Cut* offers a singular passage between high walls of rocks.

Lockport is one of the most advantageous sites for machinery on the canal, as all the water passes down the mountain ridge, which the canal requires, for an extent of 135 miles; Tonawanta creek being the only feeder from Buffalo to the Seneca river. It is brought down by passing round the double locks, and falls 55 feet into a large natural basin, where two ranges of overshot wheels may be built, each at least 25 feet in di-

ameter. The rocks are blasted out to a depth of 60 feet. Within a few years, the spot has been changed from a wilderness to a village of 2,300 inhabitants. It is 65 miles to Rochester, and 27 to Buffalo. Pop. in 1830, 3823.

Minerals. The rocky stratum is a carbonate of lime, containing organic remains; encrinites, enchrochites, &c. &c. crystals of carb. lime; rhomboidal, dogtooth spar, 12 sided; fluat of lime; beautiful crystals of sulphate of lime; sulph. of strontian; pyrites; sulphuret of zinc; sulphuret of lead. Collections of minerals may be purchased here.

The *Tuscarora reservation* is an oblong tract of land reaching within a mile of Lewiston. They emigrated from North Carolina, near the beginning of the last century, at an invitation from the Five Nations, and were admitted on equal terms into their confederacy, which has since received the name of the Six Nations. They have had a clergyman settled among them for many years, and Christianity has been voluntarily adopted by them. Their village has some handsome and well-cultivated farms, and a house built for public worship.

THE FALLS OF NIAGARA—from the *American side.*

The *Hotels* are large buildings, very well kept and commodious.

The height of the fall on this side is 160 feet perpendicular, but somewhat broken in several places by the projecting rocks. It extends 300 yards to a rock which interrupts it on the brow of the *precipice*. A narrow sheet appears beyond

it, and then comes Goat Island, with a mural precipice. Between this and the other shore is the Grand Crescent, for which see a few pages beyond. There is a bridge to the island, which commands many fine views of the falls. It rests on wooden piers sunk with stones.

The *Staircase* conducts safely to the bottom of the precipice; and boats may row up near to the cataract.

The Sorcerer's Cave.—A very singular cavern was discovered, in 1825, about half a mile below the falls, which is reached by descending the old Indian ladder, a steep path-way, rendered passable by roots, rocks, &c. The cave is about 80 yards below the ladder. The way to it is difficult; the passage is barely large enough to admit a man, and in it are found stalactites, and specimens of something that seems like petrified moss or wood. About 20 feet above is a beautiful spring, issuing from a rock, in a singular rocky position; and there is another cave near by, which is also worthy of a visit.

About two miles below the falls, is a Mineral Spring, said to contain sulphuric and muriatic acids, lime, and magnesia.

There is a ferry at Lewiston, which is about half a mile across; but the current is strong on this side, and the eddy sets up with such force on the other, that a boat moves more than double that distance in going over. The banks here have an appearance very wild and striking.

The rocks are a dark red sand-stone, with thin *strata* of a more clayey character and a lighter color, occurring every few feet.

Queenstown, on the Canada side of the river, is a small town.

THE BATTLE OF QUEENSTOWN. During the late war between the United States and Great Britain, in 1812, while Gen. Van Rensselaer was stationed at Lewiston, he formed the bold design of taking Queenstown; and before daylight on the morning of October 13th, embarked his troops at the ferry, and passed over the river under cover of a battery. As the accessible points on the coast were strictly watched, and defended by batteries, the place selected for the attack was the lofty and precipitous bank just above. Two or three small batteries had been erected on the brow, the remains of which are still visible. The heights were surmounted, and the Americans commenced a brisk action on the summit. Gen. Brock, who was at a distance, hearing the guns, hastened to the spot; but under a tree near the precipice was killed by a chance shot. The Americans remained in possession of the heights a few hours, but were then obliged to recross the river.

THE MONUMENT TO GENERAL BROCK was raised by the British government in the year 1824 at Queenstown; and the remains of Gen. Brock and Col. M'Donald, his aid, have since been deposited there. Its height is 126 feet; and the view from the top is very fine and extensive, the base being 350 feet above the river. In clear weather, the eye embraces not only the river below, and the towns of Lewiston and Queenstown, but those of Newark and Fort Niagara, at the entrance of Lake Ontario, York harbor, Youngstown, part of the route of the Welland canal, a vast level tract of

country covered with a uniform forest, and the horizon, formed by the distant lake itself.

The monument is built of a coarse gray limestone, of which the hill is formed, and contains some shells and other organic remains.

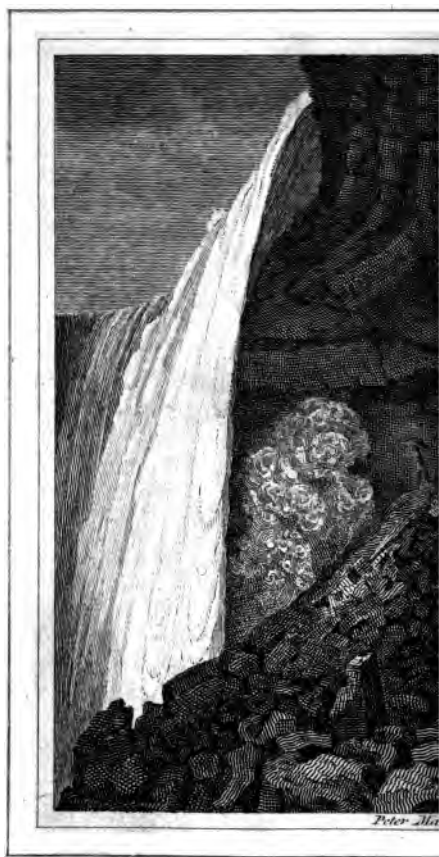
From Queenstown to Niagara Falls is seven miles, over a level, sandy road.

The country between Niagara and York, U. C., is considered the most beautiful, most fertile, and best cultivated part of the province. The scenery is alternately wild and pleasing; and the rapid progress of population, the arts, and business created by the Welland canal and its collateral works, will soon render this tract of country a favorite part of the tour of the northern traveller.

Ancient Tumuli. Near Sir P. Maitland's (four miles from Queenstown) is a range of rising ground, which overlooks the country and lake for a great distance. Near the top a quantity of human bones were discovered a few years since by the blowing down of an old tree. A great number of skeletons were found on digging, with Indian beads, pipes, &c. and some conch-shells, shaped apparently for musical instruments, placed under several of the heads. Other perforated shells were found, such as are said to be known only on the western coast of the continent, within the tropics. There were also found brass or copper utensils, &c. and the ground looks as if it had been defended with a palisade.

The *Whirlpool*, sometimes called the Devil's Hole, cannot be seen without leaving the road and going to the bank. The rocks are about 260 feet above the water; they form a deep basin, and the water is extremely agitated.





NIAGARA, FROM BELOW.

A leisurely walk the whole distance, near the river, may please the admirer of nature; as the high and rocky cliffs which form the banks on both sides present a continued succession of striking scenes.

THE FALLS OF NIAGARA—*from the British side.*

There are two large *Inns* or *Hotels* on the Canadian side of the river, both situated as near the falls as could be desired. That kept by Mr. Forsyth stands on what ought strictly to be called the *upper bank*, for that elevation appears to have once formed the river's shore. This is the larger house; the galleries and windows in the rear command a fine view of the cataract, although not an entire one, and overlook the rapids and river for several miles above. The other house is also commodious, and commands the same scene from a different point of view.

Following a footpath through the pasture behind Forsyth's, the stranger soon finds himself on the steep brow of the *second bank*, and the mighty cataract of Niagara suddenly opens beneath him. A path leads away to the left, down the bank, to the verge of the cataract; and another to the right, which offers a drier walk, and presents a more agreeable and varied scene.

The surface of the rocks is so perfectly flat near the falls, and the water descends so considerably over the rapids just before it reaches the precipice, that it seems a wonder that the place where you stand is not overflowed. Probably the water is restrained only by the direction of the current, as a little lateral pressure would be sufficient to flood

the elevated level beside it, where, there can be no question, the course of the river once lay.

Table Rock is a projection a few yards from the cataract, which commands a fine view of this magnificent scene. Indeed, it is usually considered *the finest point of view*. The height of the fall on this side is said to be 174 feet perpendicular; and this height the vast sheet of foam preserves unbroken, quite round the Grand Crescent, a distance, it is estimated, of 700 yards. Goat Island divides the cataract, and just beyond it stands an isolated rock. The fall on the American side is neither so high, so wide, nor so unbroken; yet, if compared with any thing else but the Crescent, would be regarded with emotions of unequalled sublimity. The breadth is 900 feet, the height 160, the sheet is broken towards the bottom by projecting rocks. A bridge built from the American side connects Iris or Goat Island and the main land, though invisible from this spot; and the inn on the same side, in Niagara, is seen a little way from the river.

It may be recommended to the traveller to visit this place as often as he can, and to view it from every neighboring point; as every change of light exhibits it under a different and interesting aspect. The rainbows are to be seen, from this side, only in the afternoon; but at that time the clouds of mist, which are continually rising from the gulf below, often present them in the utmost beauty.

Dr. Dwight gives the following estimates, in his travels, of the quantity of water which passes the cataract of Niagara. The river at the ferry is 7 furlongs wide, and on an average 25 feet

deep. The current probably runs six miles an hour; but supposing it to be only 5 miles, the quantity that passes the falls in an hour, is more than 85 millions of tons *avoirdupois*; if we suppose it to be 6, it will be more than 102 millions; and in a day would be 2400 millions of tons. The noise, it is said, is sometimes heard at York, 50 miles.

The Rapids begin about half a mile above the cataract; and, although the breadth of the river might at first make them appear of little importance, a nearer inspection will convince the stranger of their actual size, and the terrific danger of the passage. The inhabitants of the neighborhood regard it as certain death to get once involved in them; and that not merely because all escape from the cataract would be hopeless, but because the violent force of the water among the rocks in the channel, would instantly dash the bones of a man in pieces. Instances are on record of persons being carried down by the stream; but no one is known to have ever survived. Indeed, it is very rare that the bodies are found; as the depth of the gulph below the cataract, and the tumultuous agitation of the eddies, whirlpools, and counter currents, render it difficult for any thing once sunk to rise again; while the general course of the water is so rapid, that it is soon hurried far down the stream. The large logs which are brought down in great numbers during the spring, bear sufficient testimony to these remarks. Wild ducks, geese, &c. are frequently precipitated over the cataract, and generally reappear either *dead or with their legs or wings broken*.

Some say that water fowl avoid the place when able to escape, but that the ice on the shores of the river above often prevents them from obtaining food, and that they are carried down from the mere inability to fly; while others assert that they are sometimes seen voluntarily riding among the rapids, and after descending half way down the cataract, taking wing, and returning to repeat their dangerous amusement. In 1828, a small boat passed in safety among the islands below the bridge on the United States' side; but in October of that year two men were lost in a boat which was carried down by the ice. Narrow escapes have since occurred.

The most sublime scene is presented to the observer when he views the cataract from below; and there he may have an opportunity of going under the cataract. This scene is represented in the plate. To render the descent practicable, a spiral staircase has been formed a little way from Table Rock, supported by a tall mast; and the stranger descends without fear, because his view is confined. On reaching the bottom, a rough path among the rocks winds along at the foot of the precipice, although the heaps of loose stones which have fallen down, keep it at a considerable height above the water. A large rock lies on the very brink of the river, about 15 feet long and 8 feet thick, which you may climb up by means of a ladder, and enjoy the best central view of the falls any where to be found. This rock was formerly a part of the projection above, and fell, a few years ago, with a tremendous roar. It had been observed by Mr. Forsyth to be in a very

precarious situation, the day before, and he had warned the strangers at his house not to venture near it. A lady and gentleman, however, had been so bold as to take their stand upon it near evening, to view the cataract; and in the night they heard the noise of its fall, which shook the house like an earthquake. A large piece of rock near the centre of the great horseshoe of Niagara Falls, broke off in the summer of 1829, and fell into the gulf with a crash that was heard several miles off.

In proceeding nearer to the sheet of falling water, the path leads far under the excavated bank, which in one place forms a roof that overhangs about 40 feet. The vast column of water continually pouring over the precipice, produces violent whirls in the air; and the spray is driven out with such force, that no one can approach to the edge of the cataract, or even stand a few moments near it, without being drenched to the skin. It is also very difficult to breathe there; so that persons with weak lungs would act prudently to content themselves with a distant view, and by no means to attempt to go under the cataract. Those who are desirous of exploring this tremendous cavern, should attend very carefully to their steps, and not allow themselves to be agitated by the sight or the sound of the cataract, or to be blinded by the strong driving showers in which they will be continually involved; as a few steps would plunge them into the terrible abyss which receives the falling river.

In the summer of 1827, a schooner, called the *Michigan*, which was found to be unfit for the na-

vigation of Lake Erie, being of too great a depth of water, was towed by a steamboat to the end of Grand Island, and then by a row boat under the command of Capt. Rough, to the margin of the rapids, where she was abandoned to her fate. Thousands of persons had assembled to witness the descent. A number of wild animals had been inhumanly placed on her deck, confined to pass the cataract with her. She passed the first fall of the rapids in safety ; but struck a rock at the second, and lost her masts. There she remained an instant, until the current turned her round and bore her away. A bear here leaped overboard and swam to the shore. The vessel soon filled and sunk, so that only her upper works were afterwards visible. She went over the cataract almost without being seen, and in a few moments the basin was perceived all scattered with her fragments, which were very small. A cat and a goose were the only animals found alive below. In October, 1829, the schooner Superior was towed into the current and abandoned ; but she struck on a rock about the middle of the river, and there remained. The notable jumper, Sam Patch, leaped, the following day, from a ladder, 125 feet high, into the gulf, and escaped unhurt.

THE BURNING SPRING. About half a mile above the falls, and within a few feet of the rapids in Niagara river, is a remarkable Burning Spring. The water, which is warm, turbid, and surcharged with sulphuretted hydrogen gas, rises in a barrel which has been placed in the ground, and is constantly in a state of ebullition. The barrel is covered, and the gas escapes only through a cop-

per tube. On bringing a candle within a little distance of it the gas takes fire, and continues to burn with a bright flame until blown out. By leaving the house closed and the fire extinguished the whole atmosphere within explodes on entering with a candle.

While on the Canada side of the falls, the visitor may vary his time very agreeably, by visiting the village of Chippewa and Lundy's Lane, in this vicinity ; which, during the late war, were the scenes of two sharp contests.

THE BATTLE OF CHIPPEWA.

In July, 1814, the British and American armies being near each other, Gen. Ripley ordered Gen. Scott to make an advance on Chippewa, on the 3d of July, with Capt. Towson's division of artillery ; and the enemy's pickets were soon forced to retire across the bridge. Gen. Ripley came up in the afternoon and encamped with Gen. Scott's advance.

[The stranger may be gratified by examining the field of these operations, by going to Chippewa village, about two miles above Forsyth's. The American encampment of July 23d, in the rear of a tavern near the road, about a mile beyond Chippewa.]

On the 5th, after some sharp shooting, the Indians were discovered almost in the rear of the American camp. At this moment, Gen. Porter arrived with his volunteers and Indians. Gen. Brown immediately directed them to enter the woods and effectually scour them. Gens. Brown, Scott, and Ripley were at the white house, in advance, reconnoitring. Gen. Porter's corps had

almost debouched from the woods opposite Chippewa, when the whole British force had crossed the Chippewa bridge, and Gen. Scott advanced, and Gen. Ripley was in readiness to support. In a few minutes, the British line was discovered formed and rapidly advancing—their right (the Royal Scots) upon the woods, and their left (the prince regent's) on the river, with the king's own for their reserve. Their object was to gain the bridge across the creek in front of the encampment, which if done, would have compelled the Americans to retire. Gen. Scott, under a most tremendous fire from the enemy's artillery, crossed the bridge, and formed his line. They were soon completely broken by Gen. Scott's brigade, and threw themselves across the Chippewa bridge, which they broke down. They thought proper to evacuate Chippewa very precipitately, and to retreat towards Queenstown.

In this affair the British loss, in killed, wounded, and missing, was 514, and the American loss 328.

Nothing of importance occurred after this until the 25th of the same month, the date of

THE BATTLE OF BRIGEWATER, OR LUNDY'S LANE. The principal scene of this hard-fought and bloody action is about a mile from the Falls, at an obscure road, called Lundy's Lane. Since their retreat from Chippewa, the enemy had received reinforcements of troops from Lord Wellington's army in Spain; and on the 25th of July encamped on a hill, with the design of attacking the American camp the next morning. At 6 in the evening, Gen. Brown ordered Gen. Scott to *advance and attack them, which was immediately*

done ; and in conjunction with Gen. Ripley the attack was commenced in an hour. The British were much surprised at seeing the approach of their enemy at this hour, not having discovered them until they left the woods and began to march across the open level fields seen from Forsyth's Hotel, about a quarter of a mile to the left.

For two hours the two hostile lines were within twenty yards of each other, and so frequently intermingled, that often an officer would order an enemy's platoon. The moon shone bright ; but part of our men being dressed like the Glengarian regiment caused the deception. They frequently charged, and were as often driven back. One regiment, under Colonel Miller, was ordered to storm the British battery, and took every piece of the enemy's cannon. We kept possession of the ground and cannon until 12 o'clock at night, and then fell back more than two miles, to secure the camp, which might otherwise have been attacked in the rear.

The British lost, in killed, wounded, and prisoners, 878 ; and the Americans 860.

WELLAND CANAL.

It may well be recommended to the traveller to devote a little time to visiting this new, important and highly interesting work, which can be done by those who have a short time to spare.

The improvement of Upper Canada has had to encounter great obstacles in the climate, the wildness of the country, the vicinity of a land under a different system of government, the large reserves of soil for the support of the clergy, (one-seventh of the whole,) and a general want of in-

telligence and enterprize among the inhabitants. Some of these have been already in a considerable degree surmounted, and are likely to be still further overcome, by the encouragements offered by the mother country, and the introduction of scientific engineers and funds by the Canada Company.

The obstacles which it was the object of the Welland Canal to surmount, is of a character that gives great interest to the work. The largest cataract in the world, which presents a scene of confusion, uproar, and tumult, that sets at nought all the rules of order and restraint, was to be surmounted by a system of works in which the rush of the element, so awful, resistless, and destructive, was to be curbed and tamed to a calm and gentle descent, and rendered useful to the objects of commerce and manufacture.

The Welland Canal will admit the largest vessels on the lakes, viz. those of 125 tons. It was first opened to navigation in November, 1829, precisely five years after its commencement, but has suffered from various accidents and obstacles. The work begins at Port Maitland on Grand River, about 40 miles from Buffalo, where it is raised eight feet above the level of Lake Erie, and proceeds, with only descending locks, to Port Dalhousie, the water being taken from Grand River, above a dam erected for that purpose, at the falls, five miles from its mouth.

The canal is now carried across the marsh at a level five feet above that of Lake Erie, to Welland River; across that river on an aqueduct, which is high enough to permit the passage of

vessels ; and then along the northern bank, to the Deep Cut, at the northern end of which it descends by two locks, whence it descends to the level of Lake Ontario.

It is a fact well established by scientific surveyors, that only a narrow ledge of rocks occurs between the two lakes, and that, if this were removed, the soil is generally of so loose a nature, that a current of water might soon wear away a deep channel, drain off Lake Erie, and cause a tremendous inundation. This barrier will be seen at the *Mountain Ridge*, on the northern part of the Canal where the descent is above 300 feet. From Lake Erie to that place the stranger will observe that he proceeds on an almost uninterrupted level. The continuation of the Mountain Ridge forms the Falls of Niagara, and the elevation of ground at Lockport, surmounted by the noble works at that place. It runs for many miles, presenting towards the east an irregular line of precipice, with salient and re-entering angles, like an immense fortification. Most of the streams which fall over it pour down the ravines thus formed, and there is reason to suppose one of these natural ravines received the Niagara river at the Falls; and that the apparent attrition of the rocks for a great distance below, and the general belief of the cataract having retired for miles, are not to be confided in.

The *Welland* or *Chippewa River*, a very sluggish stream, has a course of 30 or 40 miles, between the two lakes, but nearly on a level with Lake Erie, and empties into Niagara River about two miles above the falls.



The *Deep Cut*, extends one mile and three quarters, and required the excavation of 1,477,700 cubic yards of earth. The excavation is now to an average depth of 45 feet. The ground is undulating, and the greatest depth is 56 feet.

This is the greatest work of the kind in America, excepting perhaps the aqueduct on the plain of Mexico. The earth, to 12 or 18 feet below the surface, was clay mixed with a little sand. Below that was a hard blue clay, frequently requiring the pickaxe. The earth dug out near the middle of the cut was raised up the banks, which are 150 feet apart at the deepest places, as the nature of the soil required a gradual slope. In 1828, however, great masses sunk down again into the canal, so that the excavations are made to a level 17 feet above that at first designed.

Lock No. 1, of the Mountain Ridge, is 4 miles and 23 chains from the Deep Cut. The intervening surface is undulating, and the canal passes alternate ravines and ridges. By damming the former a little way from the line on the left, numerous pools, or reservoirs (taken together, two miles in length) were formed.

Near the brow of the Mountain Ridge is an elevation, which required an excavation nearly 20 feet deep for 20 chains. On this level are four twin bridges, with butments 40 feet asunder, corresponding with the breadth of all the locks westward of this place, which are 40 feet by 125, and able to admit steamboats up to this point, either from Grand River or Niagara River, by the Welland.

Locks Nos. 1, 2, 3, 4, are in a ravine 52 chains

in length, which introduces the stranger to the most remarkable scene of the kind in the world.

The Mountain Ridge. Within the extent of a mile and 55 chains are 17 locks of 22 feet by 100, which overcome nearly the whole elevation of Lake Erie above Ontario. The canal winds along the face of the descent, bending to the left and the right, to give room for reservoirs between the locks, necessary for a convenient supply of water. None of the locks are less than 30 yards apart. This is the only part of the route where rocks were to be excavated, and the amount of rock removed here was 70,000 cubic yards.

At the foot of this long and steep descent the canal enters a ravine which extends two and a half miles through 12 locks, between high banks, to

St. Catharine's. The descent from the top of the ridge to this place is 322 feet. To Lake Ontario from this place, five miles, there are four locks 32 feet by 125, and one of ten feet lift. The route runs chiefly along the valley of the principal branch of the Twelve Mile Creek.

Port Dalhousie, the harbor of the Welland Canal on Lake Ontario, is protected by two fine piers, run out 200 and 350 yards, nearly at the angle of storm, which is about 80 degrees west: the eastern overlapping the western, with a return pier. A large harbor for boats, and a timber pond for rafts, have been formed by damming the mouth of Twelve Mile Creek, which throws the water back over an area of 500 acres. A waste wier lets off the surplus water without allowing it to enter the harbor, so that there is no current formed through it, and no danger is incurred of

forming a bar at its mouth. A lock of five feet lift raises vessels from the harbor to the basin.

The Canada Land Company, by whom this magnificent work has been planned and accomplished, is a corporation, under the parliament of the colony, with a capital of \$800,000,

This canal admits larger vessels than any other in America, except the Delaware and Chesapeake Canal in Pennsylvania. The locks are of wood, but built on the most approved principles. The common dimensions are 100 feet long, 22 wide, and 8 deep; and are calculated for vessels of from 100 to 125 tons burthen. The largest schooners heretofore used on the lakes, are stated to be not more than 90 feet long, 20 wide, with a burthen of from 60 to 90 tons. Many of the locks require puddling and flagging.

The Town of Guelph is a creation of the year 1827; it was laid out and settled under the direction of the *Canada Land Company*; and a village has suddenly sprung up in the midst of the wilderness. This place is the central settlement on a tract of the Company's lands in the Gore district, called the Township of Guelph, containing 42,000 acres of Crown reserves for the Six Nations. The Clergy Reserves are on the N. E. of it, beyond which are Flamboro' and Beverly. The township of Waterloo is S. S. W. of Guelph, and has a soil of black, fertile, sandy loam, bearing beech, maple, elm, bass, ash, cherry, some pine, cedar, and hemlock. The surface is irregular, and the streams swift. The town is on the river Speed, 12 miles from its confluence with Grand River, 5 from Waterloo, 14 from Galt, 30 by the present road from *Ancaster*, and 25 from Lake Ontario. Rivers run

on this town into lakes Huron, Simcoe, Erie, and Ontario.

Burlington. The Bay is remarkably fine; it is sheltered from every wind, contains 15,000 acres, and is 25 feet deep. The fort on the heights is very strong and commanding. A large fleet might be under its protection.

Dundas, at the head of Burlington Bay, is a flourishing place, and rising in importance.

York, the capital of Upper Canada, is a place of considerable size. The public buildings make little figure. The harbour is very fine, protected by defensive works on Gibraltar Point. King's college is of recent institution, and bears the style and privileges of a university.

THE WESTERN LAKES.

Ontario is 180 miles long, 40 miles wide, 500 feet deep; and its surface is computed at 218 feet above the elevation of tide water at Three Rivers, 70 miles below Cape Vincent.

Erie is 230 miles long, 50 miles wide, 200 feet deep: and its surface is 565 feet above tide water at Albany.

Huron is 220 miles long, 100 miles average breadth, 900 feet deep; and its surface is nearly 95 feet above the tide water.

Michigan is 300 miles long, 50 wide, depth unknown; elevation the same as Huron.

Green Bay is about 105 miles long, 20 miles wide, depth unknown; elevation the same as Huron and Michigan.

Lake Superior is 459 miles long, 109 miles average width, 900 feet deep; and its surface 650 feet above the tide water.

Hence the bottom of Lake Erie is not as low as the foot of Niagara Falls; but the bottom of each of the other lakes, it will be observed, is lower than the surface of the ocean.

“Lake Superior is the head fountain, the grand reservoir of the mighty volume. After making a semi-circle of five degrees to the south, accommodating and enriching one of the most fertile and interesting sections of the globe, it meets the tide a distance of 2000 miles from its source, and 5000 from the extreme point of its estuary, on the Atlantic coast.”

The lakes have a periodical rise once in twelve years. It occurred in 1815 and 1827.

From Niagara Falls, to Buffalo on the Canada side 28½ miles.

To Chippewa, 2 miles.

Waterloo, (Fort Erie,) . . . 16

(Over the ferry to Black Rock, 25 cts. each passenger.)

Buffalo, 2½

Opposite Buffalo, in *Waterloo*, are the remains of *Fort Erie*, a fortress of great consequence in the late war. There was a strong wall surrounded with intrenchments reaching to the Lake. The remains of the British camp are also seen, and the trees are still wounded with shot.

Battle of Erie. On the 17th of September, 1814, a severe action was fought at a little distance from Fort Erie, when a part of the American garrison, 1000 regulars, and 1000 militia, made a sortie, and took the British works, about 500 yards in front of their line. The British had two batteries on their left, which annoyed the fort, and were about

opening a third. Their camp was about two miles distant, sheltered by a wood; their works were garrisoned with one-third of their infantry, from 12 to 1500 men, and a detachment of artillery.

Gen. Porter, with the volunteers, Col. Gibson with the riflemen, and Maj. Brooks with the 23d and 21st light infantry, and a few dismounted dragoons, were sent from the extreme left of the American position, by a passage cut through the woods, towards the enemy's right; and Gen. Miller was stationed in the ravine between the fort and the enemy's batteries; while Gen. Ripley had a reserve under the bastions.

A little before 3 P. M. the left columns commenced their attack upon the enemy's right; and Gen. Miller at the same time pushed forward between Nos. 2 and 3 of the batteries, broke their line, and took their two blockhouses. Battery No. 1 was soon after deserted, the guns were spiked, and the magazine of No. 3 was blown up. Gen. Ripley was wounded, and Col. Gibson killed. The action lasted about an hour, which gave time for the remaining two-thirds of the enemy's force to march from their camp and partake in it. The Americans at length retired with prisoners, having succeeded in their object. The British suffered so much, that Lieut. Gen. Drummond broke up his camp on the 21st, and retired to his intrenchments behind the Chippewa River.

General Remarks on Upper Canada. This extensive district has increased in population with great rapidity, and great exertions are making to introduce improvements of various kinds.

Emigration has been so much encouraged by the

90 ROUTE FROM NIAGARA TO MONTREAL.

British government, for the peopling of this part of their possessions, that great numbers of Irish, Scotch, and English have come over within a few years.

From Niagara Falls to Buffalo on the American side, 23½ miles.

Tonawanta Creek, where the canal passes,	11
miles,	
Black Rock,	10
Buffalo,	2½
<i>To Fort George, 14 miles.</i>	

Queenstown,	7
Fort George,	7

[The route from *Niagara to Albany and the Springs* will be taken up after the route to Montreal.] See p. 94.

ROUTE FROM NIAGARA TO MONTREAL, 392 miles.

Those who have never travelled through the state of New-York, and have leisure to make so circuitous a route, will prefer to go to Buffalo, Lockport, or Rochester, and take the line of the Erie Canal, the Springs, Lake George, and Lake Champlain in their way to Montreal. Many, however, will prefer to take the more direct route, which is by the steamboats through Lake Ontario. The American boats go from Fort Niagara to Ogdensburgh, keeping towards the southern shore, and touching at the principal ports. The British boats make a few stops, but steer a course very near the middle of the lake, which is the boundary between the two countries. They are usually out of sight of land about twelve hours. There are *several high points* on the northern shore. The

most important are the cliffs of Toronto, the Devil's Nose, and the Fifty Mile Hill.

The steamboats go to York in about $4\frac{1}{2}$ hours; stop at Kingston* in about 24 hours from Niagara, and at Prescott in twelve hours more; thence stage coach to Cornwall; whence a steamboat, in five hours, brings you to the foot of Lake St. Francis. A steamboat of 69 horse power was built in 1827 to pass the rapids at Coteau du Lac, and to take passengers to the village of the Cedars, nine miles further than heretofore by water. From the Cedars to the cascade is in stage coaches, about 16 miles. Thence a steamboat goes in 4 hours to Lachine; and thence to Montreal a stage coach, which stops at the Exchange Coffee House.

Port Genesee, 72 miles, at the mouth of the Genesee River, is a port of entry and delivery. Here are a Custom-house, and the village of Charlotte, in Monroe county. This river rises in Pennsylvania, and runs a gently winding course about 125 miles in the state of New-York. It is navigable only four miles from its mouth, to Carthage, where the banks are high, rocky and perpendicular; and there is a fine fall (104 feet, including the rapids, &c.) about half a mile above. Stage coaches are in waiting for Rochester, six miles. See *Carthage*, page 66.

Great Sodus Bay. 35 m. Here are three bays in succession; Sodus, East, and Port Bays. There are three Islands, and Port Glasgow is at the head of the bay, only $10\frac{1}{2}$ miles from Clyde, on the canal, with a good road to it.

* At Kingston, (U. C.) is to be seen the Cataraqui Bridge and the canal, between Lake Ontario and the Ottawa River.

Oswego, 28 m. This village is situated at the mouth of Oswego River, and has a good harbor, with ten feet water. Navigation on this river ended half a mile above, except for boats, which went 12 miles further.

The Oswego Canal was completed in 1828. It joins the Erie canal at Salina, and will afford an interesting excursion either way. From the head of the falls to the village, it leads along the river's bank, preserving the elevated level almost to the brow of the hill over the Lake, and then descends by locks. For the distance of a mile the interval between the canal and the river affords the most advantageous situations for manufactories of various descriptions. Lake vessels can lie on one side of the manufactories and canal boats on the other; and Congress have appropriated \$35,000 for protecting the harbor with piers. The lake is 70 miles wide opposite Oswego.

Fort Oswego, so famous in the history of the French and Revolutionary wars, stands on the east side of the river. While this post was held alternately by the French and English, they could command a great part of the trade with the Five Nations of Indians, who inhabited the country with which it communicated.

Fort Oswego is elevated only about 50 feet from the level of the water; and being overlooked by the eminence on which *Fort Ontario* was afterward erected, was fit only for a defence in early times. A trading house was built here in 1722, and a fort five years after. This was extended in the beginning of the French war of 1755, when *Fort Ontario* was built. In the following year, General Mont-

calm came from Canada, and besieged the fortresses with 3000 troops, and two vessels. Fort Ontario was evacuated after one attack ; and on the following day, August 14th, Fort Oswego surrendered to the French, with a large quantity of stores, brought at great expense through the wilderness, and 21 cannon, 14 mortars, &c. also two sloops, and about 200 boats. The captors, however, did not think proper to hold the position, but immediately abandoned it.

Col. St. Leger attempted to approach Albany by this route in 1777, in order to co-operate with Gen. Burgoyne ; but he was repulsed at Fort Stanwix, by Col. Willet, and obliged to return.

In 1814, on the 6th of May, the British attacked the place, and, after a loss of about 100 men, got possession of it, but evacuated it the next day.

Sackett's Harbor, 40 m. Settled in 1801. In the late war it became an important naval station, and increased very rapidly. It is 8 miles distant from the lake, on Hounslo Bay. The harbor is divided into two by a narrow point, and offers great advantages for ship building. On the shore are seen the stone *Barracks*, which enclose about ten acres of ground.

Cape Vincent, 20 m. The St. Lawrence is here divided by Grand Island. Kingston, in Upper Canada, lies opposite, at the distance of 11 miles.

Morristown. This is a small village, 10 miles from Ogdensburgh. The river is a little more than a mile in breadth, and on the opposite side is Brockville. There is a number of rocky islands in the St. Lawrence, and the gentle slope of the

land on the New-York shore, adds a great degree of beauty to the scene.

General Wilkinson embarked at this place in 1813.

Ogdensburgh is the end of the navigation, contains some large stores, and carries on considerable business. On the other side of the river is *Prescott*, where the British steamboat stops. The ruins of *Fort Oswegatchie*, or *Fort Presentation* may still be traced. It contained only a bomb proof, two buildings of stone, barracks, &c.

The *Thousand Islands* are a most beautiful part of the navigation, presenting every variety of forms, though never rising to any great elevation like the islands of *Lake George*.

Gallop Islands, 5 m. Here the rapids of the *St. Lawrence* begin. A number of mills will be seen at different places on the shore. On *Ston Island* was a fort of some consequence, which was taken by General *Amherst* on his way to *Montreal*, in the year 1760.

St. Regis, 54 m. The Indian tribe which bear this name have a reservation of land here 1 mile by 3.

Lachine, 53 m. (See Index.)

Montreal, 9 m. (See do.)

ROUTE FROM NIAGARA TO ALBANY.

Black Rock is a pleasant village situated on the margin of *Niagara River*, a little way from its head, and opposite *Squaw Island*, at the mouth of *Lake Erie*. It was burnt by the British during the war in 1814, but has since been rebuilt and increased to a much greater size. *Black Rock* disputed with *Buffalo* the privilege of having the

basin of the canal built in her harbor, and at last obtained it. A pier about two miles in length was built to secure the boats and vessels from the waves of the lake, as well as to raise the water for the supply of the canal to the Genesee River. The work, however, has its disadvantages: in the swiftness of the current in the river, and the heaping up of the ice on the shores.

BUFFALO, 3 miles from Black Rock.

The situation of this village is remarkably convenient and agreeable, rising from the immediate vicinity of the lake. The principal street runs along the ridge of the hill, looking out upon Lake Erie to the horizon, and is ornamented with several fine blocks of brick stores and handsome dwelling-houses, together with several public buildings, all erected since the burning of the village by the British in 1814, as well as the buildings in the other streets, which are fast increasing every year. In April 1814, only one house was standing in the village, in the upper part of the principal street. In the middle of the town is a public square, ornamented with public edifices. A walk has also been laid out on the brow of the hill towards the lake. This is called the Terrace, and affords a charming view upon the lake, the harbor, and the canal, to Black Rock.

The harbor of Buffalo is singularly fitted by nature for the junction of the two kinds of navigation which are here brought together; the entrance from the lake being sheltered by the point on which the light-house is erected, and the two small rivers which here unite their waters, affording every *convenience for landing and reshipping*

goods. The shores are very bold, and they are connected by a natural channel, which serves the purposes of a basin, as well as of an easy communication; and as the canal to Black Rock commences close by it, the inland transportation begins without more ado.

The water of the Creek is brought into the village from above the falls, by a canal 3 miles long, for machinery. Pop. in 1830, 8668.

About half a mile from Buffalo, the workmen in digging the canal, hit upon a bed of old half-decayed trees, which was dug into to the depth of six feet, and extended about half a mile. Many branches and logs were discovered, which preserved all the grain of the wood; but the greater part was a black mass of matter, which, on being dried, burned with greater readiness. In some places, ashes and coals were found; and some of the logs appeared to have been washed and rolled by the water of the lake before they were buried.

[For the voyage up Lake Erie and travelling in the West, see the "*Western Traveller*" at the end of this volume.]

ANCIENT FORTIFICATIONS. On Buffalo Creek, and towards Genesee River also, are several large and interesting remnants of ancient fortifications; but as they lie off the road, few travellers will visit them. They appear to form part of a great chain of defensive works extending from the eastern part of Lake Ontario, along that lake and Erie, down the Ohio and Mississippi rivers to Mexico. This is the opinion of Mr. Atwater, of Circleville, Ohio, who has published some very interesting details, drawings, &c. connected with them, in his

"Archæologia Americana." A line of old forts extends from Cataragus Creek, 50 miles, along the shore of Lake Erie, to the line of Pennsylvania. They are on the borders of creeks and old bays, although most from two to five miles distant from the lake, which is supposed to have retired that distance since they were built. Another similar line is said to exist in the rear of them, on another parallel elevation. **Seneca Castle.** The Seneca nation possess a large and valuable tract of land adjoining Buffalo, on the east, and they have two villages three and five miles on the road. The Senecas are the west-
most tribe in the confederacy of the Five Nations, and held a conspicuous rank in their history. They were formerly considered the most numerous and powerful tribe, and preserved this superiority until the fatal defeat they received from General Schuyler, in 1778.

Besides the land they possess, which is remarkable for its fertility, the nation are in possession of a large sum in the United States' Bank stock, the dividend for which they receive annually.

The traveller who visits them will observe several farms under a degree of cultivation, and may meet with individuals who conform pretty nearly to the English style of dress, and have introduced some of our customs into their houses. The greater part of them, however, speak no language but Indian. They have a christian church with a Missionary.

STAGE ROAD FROM BUFFALO TO CANANDAIGUA.

The first few miles of this road present very little interest.

Batavia, 40 miles from Buffalo, is a very handsome village, and contains the residence of the present and former agents of the Holland Land Company, as well as the county buildings. Stage coaches run from Batavia to Rochester.

Leroy, 10 miles.

[*Springs*. In Avon, 2½ miles from the road through that village, are 8 or 10 springs, where are small boarding houses.]

The *Wadsworth Farm*, at Geneseo, contains about 4000 acres, about 1700 of which are rich alluvial land on the banks of the Genesee river. Various branches of agriculture have been tried on this fertile tract of country; but the raising of sheep has been found the most profitable, and the farm has been almost entirely converted into mowing fields and pastures. The number of sheep, in 1827, was computed at 13,000. The residence of the proprietor is in a fine and spacious building, in a commanding situation; and the whole aspect of the farm indicates the good order and method with which it is conducted.

The Genesee meadows were formerly the residence of a large tribe of Indians of the Seneca nation; and when Gen. Sullivan reached this place, in his march through the country, he found and burnt a village of 120 log houses, on the second bank, which had been deserted at his approach.

The remains of a mammoth were dug up about half a mile from the village of Geneseo in 1825. There were 8 teeth and grinders, parts of a tusk, a *thigh bone* 3 feet long, the lower bone of the

leg 3 feet 6 inches, &c. They lay between strata of vegetable mould and sand.

West Bloomfield, beyond the Genesee river, is one of the finest agricultural townships in the state, and presents a succession of beautiful farms, tilled with care and yielding the finest crops. Fruit thrives remarkably well in all this western country, as the slightest attention to the orchards will sufficiently prove. The *black apple* is a species of fruit which has been said to be peculiar to this region.

East Bloomfield is the next village; and the general remarks just made, may with justice be applied to this place also.

CANANDAIGUA. This is one of the finest western towns, and its principal street runs along the ridge of a commanding hill, rising from the north end of Canandaigua Lake, with an academy, and many handsome houses. The road, in passing Canandaigua Lake, commands a finer view than on any of the other lakes it passes, except Skencateles. The banks are high and variegated, and at the distance of two or three miles, rise to an imposing height, and add a great degree of beauty to the scene. A number of gentlemen's seats are seen along the western bank; and a little way off in the lake on the same side, is a small rocky island, where the Seneca Indians carried all their women, children, and old men, when Gen. Sullivan appeared against them.

BURNING SPRINGS. Springs of water, charged with inflammable gas, are quite common in Bristol, Middlesex, and Canandaigua.

The gas from the former rises through fissures

of the slate, from both the margin and the bed of a brook. They form little hillocks of a few feet in diameter, and a few inches high, of a dark bituminous mould. The gas will burn with a steady flame. In winter they form openings through the snow, and being set on fire, exhibit a steady and lively flame in contact with nothing but snow. In very cold weather, it is said, tubes of ice are formed round these currents of gas, (probably from the freezing of the water contained in it,) to the height of two or three feet, and when lighted in a still evening, presenting an appearance even more beautiful than the former.

From a pit which was sunk in one of the hillocks, the gas was once conducted through bored logs, to the kitchen of a dwelling.

The *road* between Canandaigua and Geneva gradually rises by large natural terraces, or steps, for about half the distance, and descends in the same manner on the other side to Seneca Lake. These terraces, appear to have been formed by those strong currents of water of which geologists speak, which at some ancient period of time have evidently passed over many tracts of country in different parts of the world. The ridges and channels thus formed here stretch north and south corresponding both in form and direction with the numerous lakes which are found in this part of the state. Several ancient fortifications have been traced here. From the middle ridge the view is extensive.

GENEVA.

This town occupies a charming situation at the foot of Seneca Lake, and for a mile along its

western bank, which rises to a considerable elevation above the surface, and affords room for a broad and level street. The buildings in this village are remarkably neat and handsome.

Seneca Lake is 35 miles long, and about 8 or 4 wide. Its depth is very great, and the water clear and very cold. There is a remarkable phenomenon long observed by those who reside near it, which has never been satisfactorily accounted for. The water has a regular rise and fall every seven years.

The *Chemung Canal* extends from the head waters of this lake to the Chemung river, with a feeder.

A college has lately been instituted in this place. The building is of stone, with 26 rooms for students, a chapel, and library. It is warmed only by stoves.

The steamboat *Seneca Chief*, runs daily to Jeffersonville, (at the head of the lake,) and back again, offering the traveller an agreeable excursion.

Dresden and Ovid, 12 miles from Geneva, are opposite each other. The former stands at the outlet of Crooked Lake. The Penyan descends nearly 400 feet, affording excellent mill seats.

Starkie's Point is $6\frac{1}{2}$ miles south of Rapelyea's Ferry. The shore is there very bold, so that the steamboat can pass within a few feet of the land. Much lumber is exported from this place, brought from Eddystown, which is a mile inland.

Big Stream Point, 4 miles. Here is a fall in a tributary of this beautiful lake, of 136 feet, by which several mills are supplied.

The eastern shore is generally handsomely cultivated; but near the head of the lake, on the western side, about 15 miles of the shore is covered with forest. The land rises, and becomes rough and hilly.

Hector's Falls, 3 miles from the lake, are 150 feet in height, and supply several mills. Jeffersonville and Havana are two villages at the head of the lake.

[*Travelling southward from Geneva.* A line of stage coaches goes, in connexion with the steamboat, from Geneva, via Bath, Painted Post, Lawrenceville, Willardsburg, Canal Port to Trout Run, and via Elmira and Troy to Trout Run, and daily, (except Sundays,) from Trout Run through Williamsport, Pennsborough, Milton, Northumberland, Sunbury, Selinsgrove, Liverpool to Harrisburg. From Harrisburg a line runs every day through to Philadelphia—and one daily, (except Sundays,) to Baltimore and Washington City—through in *five days*. Returns in the same way. At Northumberland it intersects a line that runs three times a week to Wilkesbarre: at Williamsport, a line that runs to Bellefonte, Alexandria, and intersects the Pittsburg line: at Elmira it intersects a line running to Ithaca, Owego and Montrose: at Bath, a line to Angelica and Olean Point, and one to Dansville, Geneseo, Rochester, Buffalo, and Niagara Falls. At Geneva, this line intersects 4 daily lines running east and west, and also 3 daily lines running north to the *Erie Canal*.

The journey from Geneva or Rochester to Baltimore, is performed by this line in five days, by daylight, passing through a fine, healthy, and

highly cultivated country, travelling upwards of 100 miles on the beautiful banks of the Susquehannah, and about 50 miles on the bank of the Pennsylvania canal.]

A stage coach runs from Geneva up the east side of the lake, and then crosses to the head of Cayuga lake, to the village of Ithaca; but the road is not interesting, and the more agreeable mode of reaching that village is by taking the steamboat at Cayuga bridge, 14 miles from Geneva, on the great mail route.

The *Cayuga and Seneca Canal*, has opened boat navigation between these lakes and the Erie Canal. It passes through Waterloo, from Geneva down the valley of Seneca River to Montezuma, on the Erie canal. It is 20 miles and 24 chains in length, of which ten miles is an independent canal, and the remainder a slack water navigation. It has 7 locks, being $73\frac{1}{2}$ feet lockage, 19 bridges, 5 safety gates, 5 dams, 6 culverts, 17 miles of fence, 3 lock houses, and 1 collector's office.

Cayuga Lake is 40 miles in length, and generally about 2 in breadth. A fine bridge is built across it near the northern end, where it is a mile wide. Steamboats ply between Cayuga bridge and Ithaca, at the head of the lake; which is one of the pleasantest excursions in this part of the state. It also connects several lines of stage coaches, which the traveller will do well to notice if he wishes to go to *Catskill*, *Newburg*, *New-York* or *New-Jersey*, by the most direct routes.

The price of a passage in the steamboat is one dollar. A little before arriving at the head of the lake, a beautiful *waterfall* is seen on the left hand,

where a stream flows over a precipice into a deep glen, turning several valuable mills in its course. The landing place is about three miles from the village of Ithaca, but lumber boats can pass the bar at the mouth of the inlet, and proceed up to the street.

The village of Ithaca is neat and flourishing. Here centre three roads to *Catskill*, *Newburg*, and *New-York*. The first leads nearly in a direct line to the Hudson River, the second passes the Great Bend of the Delaware, and the third furnishes daily the shortest route to New-York.

The Cascade, about 3 miles from the village, is one of the most picturesque that can be imagined. The Fall river descends 438 feet in a mile. The Great Fall is 116 feet. The other falls in this vicinity are the *Cascadilla*, *Tauqkanic*, (262 feet,) *Six Mile creek*, *Buttermilk*, &c.

Ithaca and Owego Railroad. The legislature, in 1828, passed an act authorising the construction of a railroad from this place to the *Susquehannah* river at Owego. The distance is about 30 miles.

Auburn is another beautiful village, but is unfortunately placed at some distance from the lake, and therefore is deprived of the picturesque character which it might have enjoyed. There is a Theological Seminary in Auburn, which has a good number of students.

The State Prison at Auburn, originally managed by Mr. Lynds, on his system, so excellent, so celebrated, and with remarkable success, merits particular notice.

The old Auburn prison was built in 1817, and cost about \$300,000; it is constructed upon the

plan of a hollow square, inclosed by a wall of 2000 feet in extent, being 500 feet on each side, and, for the most part, 35 feet in height. The north wing of the building differs very much in its construction from any building of the kind, and the use of which is conceived to be one of the greatest improvements in prisons, and one of the best aids to prison discipline, which have been any where made. The workshops are built against the inside of the outer wall, fronting towards the yard, from which every shop is visible, forming a continued range of 940 feet. With such alterations as it may undergo, it can be made to hold 1100 convicts. At the close of 1829, it contained 639.

“The new building contains 400 cells, and covers only 206 by 46 feet of ground. There are 5 stories of cells, each containing eighty in two parallel lines, divided in the middle by a wall two feet thick. The walls between the cells are one foot thick. The cells are 7 feet long, 7 high, and $3\frac{1}{2}$ wide, intended to receive only one convict in each. Each cell has a ventilator extending to the roof, and is so constructed in front, that the prisoners can neither converse or make signs to each other. The area around the cells is ten feet wide and open to the roof, which covers the galleries of the several stories. Besides the moral benefit arising from keeping the prisoners separate, it unites that of economy and security. From the construction of the prison, 5 small stoves, 6 large and 12 small lamps, all out of reach of the convicts, afford heat and light to 555 cells; and one sentinel is sufficient to 400 prisoners.

The discipline only requires to be seen to be duly appreciated. The conduct of the prisoners while at their labor, and their quietness under the privations of the prison, prove that the discipline is complete and effective; and the main cause of of the order and decorum thus observed, is, that in all matters of discipline, there is but one head or principal."

Minute observations on the comparative labor of a free person and a convict shows that the latter does not accomplish as much in a day as the former. In this prison, the great system of reformation in discipline commenced.

The pardoning power is now exercised with great caution by the executive; for perhaps no circumstance has so much contributed to do away the terrors of punishment as the facilities afforded the worst part of our species in obtaining a pardon.

Ancient Fortifications. There are some remains of ancient fortifications in the vicinity of this place, as well as in the neighboring towns of Camillus, Onondaga, and Pompey.

FROM AUBURN TO SYRACUSE.

By the Canal 34 miles.

(Stage coach to Weed's Basin,) 8 miles. Jordan village, in Camillus township, 6. Canton, (half-way village between Buffalo and Albany, 179 miles from the former, and 183 from the latter,) 6 miles. Geddes village, (with salt works,) 12. Syracuse, 2.

By the Road 28 miles. Skeneateles, 8. Marcellus, 6. Onondaga, 10. Syracuse, 4.

Syracuse. For a description of this place, as well as of *Salina*, the *Salt Spring*, and *Salt Manufactories*, see page 59.

The routes east of Syracuse, both by the canal and by the road, may be repeated in the reversed order, for travellers going towards Albany. (*For places see Index.*)

FROM SYRACUSE TO UTICA.

By the Canal, 61 miles. Manlius Landing,* 9. Chitteningo Creek, 8. (A curious *petrified tree* near this place, a few steps from the canal, was found with many of its branches.)

Canastota village and basin, 8 miles. Oneida creek, 5. Wood creek, 13. Rome, 3. Oriskany village, 8. Whitesborough, 3. Utica, 4.

By the Road 48 miles. Derne, 3. Manlius, 3. Sullivan, 9. Vernon, 11. Westmoreland, 6. New-Hartford, 7. Utica, 4.

FROM UTICA TO SCHENECTADY.

By the Canal, 79½ miles.

Lock, No. 53 (end of the long level, which begins westward at Salina, and extends to this place, 69½ miles without a lock,) 9

Bridge over the Mohawk, and Herkimer village, 5

Little Falls, 8

Fall Hill, a mountain on the right, 518 feet higher than the canal, 712 above high water in the Hudson River, and about 145 above Lake Erie. 1

Old Mohawk Castle, 5 Fort Plain 9½. Canajoharie, 4. Anthony's Nose,† 5 miles. Schoharie Creek, 11. Amsterdam Village, (across the river,)

* About 20 yards from the canal, Gypsum (plaster of Paris) is obtained in masses of from 1 to 100 tons.

† This scene is represented in the plate, from this side. The bluff on the right is Anthony's Nose, on the top of which a remarkable cavern opens, extending further down than it has ever been explored.

5. Flint Hill, 6. Rotterdam Flats, 8. Schenectady, 3.

Rail-Road to Albany, 15½ miles.

Rail-Road to Ballston and Saratoga.

To travellers of leisure and taste, however, the canal boats are recommended to the Mohawk bridge, although they are liable to many delays at the numerous locks along this difficult but interesting part of the canal.

FROM SCHENECTADY TO ALBANY.

By the Canal, 28½ miles.

Alexander's Bridge, (on the turnpike road to Albany and Boston---an interesting scene,) 4½

Upper Aqueduct, (on which the canal crosses the Mohawk,) , ½

The *Young Engineer*, a rock on the right so called, where the cutting is the deepest on the whole route, viz. 32 feet, . . . 4

Wat Hoix Gap, 5½

(A natural channel, through which the canal is led more than 200 yards. The rocks are a gray-wacke slate. In the river is the Wat Hoix Rapid, which the Indians called the Evil Spirit, and sometimes the White Horse.)

Lower Aqueduct, 1188 feet long, on which the canal crosses the Mohawk again, on 24 stone abutments and piers. . . 2½ miles,

The four Locks, 8 feet each, and Cohoes Falls, 2

The two Locks, 9 feet each, . . . ¾

The three Locks, and the Cohoes Bridge over the Mohawk, ½

(Hence to Waterford, on the road to Ballston, Saratoga, &c. is about a mile and a half.

The Junction, where the Northern Canal
from Lake Champlain meets the Erie
Canal $\frac{1}{4}$

West Troy, 1

A good horse ferryboat plies below.

United States' Arsenal, 1

Albany, 6

ROUTE FROM ALBANY TO THE SPRINGS.

WATERFORD. This village is situated on the western side of the Hudson, across which the communication is convenient by means of the first bridge we have seen over this river. Lansingburgh stands opposite, and is a place of considerable size. The streets of Waterford are wide, regular, and handsomely built. Some of the private houses are remarkable for their neatness.

It is $21\frac{1}{2}$ miles to Ballston Springs, and 24 to Saratoga.

The approach to the village from the south-west by the canal and the road, is uncommonly beautiful. It lies quite below you, with a little meadow in front, bounded by the canal and the Hudson, its white houses mingled with fine trees, and Diamond Hill rising behind, with its sides half cultivated, and half covered with woods.

FROM WATERFORD TO THE SPRINGS, BY MECHANICVILLE.

Mechanicville or the *Borough*, $8\frac{1}{2}$ miles from Waterford. Here is a Cotton Manufactory, whence the place derives its former name.

Dunning-street.—Here is a little village, at which the road turns off west for the Springs. About a mile south of it we cross the Northern canal.

[*Stillwater* is 3 miles above, and 4 miles beyond that are Bemis's Heights.]

Stillwater takes its name from the smoothness and quietness of the Hudson, which there spreads out over a broad surface, and hardly shows any appearance of a current.

The reader is referred to the Maps, to observe the importance of the tract of country which lies along the route we have just entered upon. From Canada to the head of Lake Champlain there is an uninterrupted water communication, by which troops and every thing necessary to an army may be transported with the utmost facility. A short land carriage reaches Lake George. Wood Creek, at the south end of Champlain, is navigable in boats to Fort Anne, which is only 9 miles distant from Fort Edward, on Hudson river, whence the navigation is open to New-York. Here have consequently been many of the most important military operations which have ever been carried on in the United States. The first battle, within this region, of which history gives any account was fought between the French and the Five Nations of Indians, soon after the settlement of Canada, when the latter first learned the terrible effect of gunpowder, and began to flee from the approach of civilization. In the numerous expeditions which at subsequent periods were undertaken by the British against Canada, this route was taken in the attack, and not unfrequently in the retreat. The important events of the war of 1755 were almost confined to this region; and the Revolution and the last war with England produced *scenes* which will be touched upon in their *places*.

BURGOYNE'S EXPEDITION. Gen. Burgoyne was appointed Governor of Canada, in 1777, to succeed Sir Guy Carlton. He arrived at Quebec in May, and reached Crown Point June 20th. Gen. Phillips was sent to Ticonderoga with the British right wing; and the outposts and the fort were successively abandoned by the Americans. The news of the evacuation of this place was a most disheartening piece of intelligence to the country. During his delay, Gen. Schuyler obstructed the channel of Wood creek, removed every thing valuable from the country, and took the stores from Fort George to Fort Edward; sending for regular troops, and calling for the militia of the neighboring states, both which were supplied. Gen. Arnold and Col. Morgan joined him with a body of riflemen, and Gen. Lincoln with the New-England militia; and he fell back to Saratoga and Stillwater.

While these preparations were making for a general engagement, the battle of Bennington occurred. Being in want of provisions, Gen. Burgoyne had despatched Lt. Col. Baum, with his Hessians, to seize the public stores at Bennington. He was supported by Lt. Col. Brechman, who stopped at Baten Kill. Brig. Gen. Stark, with the New-Hampshire troops, joined by Col. Warner, attacked Col. Baum at the Wallomsack river, where they were encamped, July 16th, (1777,) and in two hours forced their works, and completely defeated them. Col. Warner began the attack on Col. Brechman, wounded him mortally, took him prisoner, and put his troops to flight.

Two hundred and twenty-six of the British

troops were killed at the battle of Bennington, or rather the battle of *Hoosac*, as it was fought in that town. Seven hundred soldiers were taken prisoners, and thirty-six officers.

To return to the principal scene of action. Gen. Gates now received the command of the American troops, which had been greatly reinforced; and marching them from the east side of the Hudson river, opposite the Half Moon, to Stillwater, on the west side, took a position on Bemis's Heights.

BEMIS'S HEIGHTS. A ridge of elevated ground, about a quarter of a mile from the river stretching off towards the north-west, offered great advantages for the defence of the road.

Gen. Gates's Camp was about half a mile from the road on the left, and his quarters were in a house lately standing. The space between the river and the brow of the hill was crossed by a deep intrenchment defended with artillery, and almost impracticable.

The American Lines, three-quarters of a mile long, were furnished with a breastwork of logs, (the hills being almost entirely a forest,) and the left terminated opposite the enemy's right. From the left almost to the centre, the ground is level, and was partly cleared, yet much encumbered with fallen and girdled trees. An opening, left of the centre, had a battery—thence a ravine ran to the right.

The British Lines stretched from a hill opposite the American left, in a straight line across the meadow to the Hudson river.

The Northern or Champlain canal, and the

coach road, now cross the ground occupied by the American right, and soon afterward that occupied by the British lines.

The Battle Ground is on an elevated plain about two miles above General Gates's camp, and the same distance west from Smith's tavern.

The most severe fighting in the first battle was at a little knoll, in a field on the south, passing two fences.

BATTLE OF SEPT. 19th. In the morning, the enemy beginning to ascend the hill towards the American left, Gen. Gates sent Col. Morgan to oppose them, and the firing began about noon. The action extended, and in three hours was general, and continued without interruption till dark. The American troops engaged amounted to 3000; the British to 3 500.

The British line was formed on an eminence in a thin pine wood, having before it Freeman's farm, an oblong field, stretching from its centre towards its right, the ground in front sloping gently down to the verge of this field, which was bordered on the opposite side by a close wood. The sanguinary scene lay in the cleared ground, between the eminence occupied by the enemy, and the wood just described. The fire of our marksmen from this wood was too deadly to be withstood by the enemy in line, and when they gave way and broke, our men, rushing from their covert, pursued them to the eminence, where, having their flanks protected, they rallied, and, charging in turn, drove us back into the wood, from whence a dreadful fire would again force them to fall back; and in this manner *did the battle fluctuate, like the waves*

of a stormy sea, with alternate advantage for four hours, without one moment's intermission. The British artillery fell into our possession at every charge, but we could neither turn the pieces upon the enemy, nor bring them off; the wood prevented the last, and the want of a match the first, as the linstock was invariably carried off, and the rapidity of the transitions did not allow us time to provide one. The slaughter of this brigade of artillerymen was remarkable, the captain and thirty-six men being killed or wounded out of forty-eight. It was a drawn battle, as night alone terminated it; the British army keeping its ground in rear of the field of action, and our corps, when they could no longer distinguish objects, retiring to their own camp.

The Interval between the two Battles, from Sept. 19th till Oct. 7th, was devoted to strengthening their fortifications, and by Gen. Gates to collecting also large reinforcements of militia. Gen. Burgoyne is said to have planned an attack on the 20th and 21st of September, but fortunately delayed until the Americans were in the best situation to oppose him. Attacks on the British picquets took place almost every night, and they were continually harassed.

Battle of October 8.—Gen. Wilkinson gives the following description of this battle.

“The enemy were formed across a newly cultivated field, their grenadiers with several field pieces on the left, bordering on a wood and a small ravine; their light infantry on the right, covered by a worm fence at the foot of the hill *thickly covered with wood*; their centre compos-

ed of British and German battalions. Col. Morgan, proposed to make a circuit with his corps on our left, and under cover of the wood to gain the height on the right of the enemy, and from thence commence his attack, so soon as our fire should be opened against their left.

This proposition was approved. Poor's brigade was ordered for this service, and the attack was commenced on the flank and front of the British grenadiers, by the New-Hampshire and New-York troops. Morgan, at this critical moment, attacked the right of the enemy in front and flank. Dearborn, at the moment when the enemy's light infantry were attempting to change front, pressed forward with ardor, and delivered a close fire; then leaped the fence, shouted, charged, and gallantly forced them to retire in disorder; yet, headed by that intrepid soldier, the Earl of Balcarras, they were immediately rallied and reformed behind a fence in rear of their first position; but being now attacked with great audacity in front and flanks by superior numbers, resistance became vain, and the whole line, commanded by Burgoyne in person, gave way and made a precipitate and disorderly retreat to his camp, leaving two 12, and six 6 pounders on the field, with the loss of more than 400 officers and men killed, wounded, and captured, and among them, the flower of his officers, viz:—Brigadier General Frazer,* Major Ackland, commanding the grenadiers, Sir Francis Clark, his first aid-de-camp, Major Wil-

* General Frazer was shot in the meadow, near the fence by the road side, just south of the blacksmith's shop. The spot is marked by the third tree in a row of poplars.

liams, commanding officer of the artillery, Captain Money, deputy quarter-master-general, and many others.

The British lost, in killed, wounded, and prisoners, about 600; the Americans 319. The German officers said they had never before met so vigorous and terrible a fire. Several American officers who walked over the field after midnight, found no enemy to interrupt them.

General Frazer's Grave is on the hill near the Hudson, a little west of Smith's. At his own request, he was buried in the great redoubt, the remains of which are plainly visible.

Oct. 8th, frequent attacks were made on Gen Balcarras' corps, and the British expected a general action.

General Burgoyne's Retreat commenced the night towards Lake George; but he was pursued and intercepted so promptly, that he was obliged to stop and take a position at Schuylersville, near which he surrendered ten days after the battle.

Quarters of General Burgoyne.—Smith's house now stands by the road side, but it then was at the foot of the hill, and about 200 yards from the river. The cellar is still to be seen, in a field a little north of the road that crosses the canal. Several ladies of distinction were its inmates at the time when the British troops were here, being the wives of some of its principal officers. Among these were the Baroness Reidesel, with her children, wife of General Reidesel, and Lady Harriet Ackland, wife of Major Ackland, commander of the British Grenadiers. The former published an account of what she saw during this trying and



dangerous contest, after her return to Europe. The house was converted into an hospital during the second battle, and Gen. Frazer died on the 8th of October in what is now the bar-room.

BALLSTON SPRINGS.

This village is situated in a little valley surrounded by hills, which has the aspect of having once been the bed of a small lake. The high ground enclosing it, gives an air of seclusion to the place, at the same time that it furnishes a variety of pleasant scenery. The Kayderosseros brook flows through the valley, and the Railroad, passing near the Courthouse, Academy, &c. descends the hill, and goes on to Saratoga.

SANS SOUCI HOTEL, seen in descending by the railroad, has a fine piazza, presents a front of 156 feet long, with a wing extending back from each end 150 feet, all of them three stories high, and containing lodgings for nearly 150 persons. The dining room can easily accommodate that number, and the public parlor is large, airy, and pleasant, extending to the ladies' private parlor.

On reaching the low ground, the railroad passes several of the Springs.

THE WASHINGTON SPRING. A new and remarkable chalybeate Spring was obtained, in 1827, by boring 237 feet deep, through blue slate rock, near the Old Spring. It has a tube sunk the whole distance, made partly of iron and partly of tin, and affords a most delightful sparkling water, which boils over the top. In August of that year, several months after it was opened, the water was forced into the air to the height of 12 or 14 feet, without any perceptible cause, in a constant jet,

for about half an hour. The water then disappeared, and was afterward discovered slowly rising, till it again overflowed. It was for a time flat and turbid; but soon recovered all its clearness, gaseous pungency, and sparkling. This spring affords some of the finest chalybeate water in the United States.

The Lafayette Spring, which yields a fine chalybeate water, was discovered early in the summer of 1825. It is supposed by many to be in fact identical with the "Old Spring," being distant from it only about thirty feet.

The Old Spring, which is in the middle of the street opposite Aldridge's, was the first discovered in all this part of the country. It is said that the inhabitants were induced to trust to its peculiar virtues by the example of the deer of the forest, which had resorted to it in such numbers as to form beaten paths from every direction to the spot. In 1792 there was not a house within two or three miles of this spot.

The Old Spring has lost much of its original excellence, which appears to be in a good degree transferred to the new ones.

The Saline, or United States Spring, is near the bathing house connected with the Sans Souci. It contains a large quantity of oxyde of iron, together with glauber and other salts, so that it is at once a strong saline, and chalybeate water. The iron is in such quantities as to be perceptible to the taste. Its effect is tonic, and it favorably counteracts the debilitating effect of the salts.

The New Spring is near the Sans Souci hotel. It was obtained in 1827 by boring to a depth of

about 300 feet, and is full of gas, very sparkling and considered both saline and chalybeate.

The neighboring country was almost a perfect wilderness at the close of the Revolutionary war; for the natural military route between Canada and the United States lay through it, and the Five Nations of Indians were so near on the western side, and were so frequently passing over it on their war parties, that few white men were willing to encounter the dangers and risks to which such a residence must necessarily be exposed.

For some years, the only place where visitors could find shelter here, was in a log house, near the Old Spring, which was for some time the only object of notice. The Kayderosseros was raised to an unusual height by a flood in the summer of 1817, and threw its current into a new channel. Four springs were found rising side by side, all of them within a space of about twenty feet square, and of qualities entirely different. One resembled in some degree the Old Spring, but contained a surplus of carbonic acid gas, and sparkled like champagne: the next contained much glauber salts, and was somewhat like the Congress Spring at Saratoga; the third was brine, like sea water; and the fourth perfectly fresh. For three or four seasons they attracted all visitors, but they at length yielded only fresh water.

There is a *Reading Room and Circulating Library* kept at the store of Mr. Comstock; and a book is also to be seen, in which the names of visitors arriving at the principal houses are daily entered, for the information of others.

The *Lover's Leap*, is a precipice of 60 or 70 feet, which overhangs the Kayderosseros, and a

romantic and secluded little valley, at the distance of about half a mile from the springs. The road leads up the hill beyond Aldridge's, and through a dark pine grove. A half trodden path turns off at the right, and conducts to the precipice.

Ballston Lake is a pretty little sheet of water about four miles distant.

Saratoga Lake is much larger, more accessible, and more beautiful, and is supplied with accommodations for fishing parties. The distance is four and a half miles, and five and a half from *Saratoga Springs*. It is six miles from Ballston Spa to the south end, where is the finest view of it, on the way to the battle ground.

Mr. Simpson's Farm in Galway, is 11 miles west from Ballston Springs, on a high ridge of land; the farm contains 800 acres, 360 of which are cultivated, principally for grain and grass. He raises 40 or 50 bushels of wheat to an acre by late ploughing, about three inches deep. He soaks his seed wheat in brine, and rolls it in lime to preserve it from insects. Other seeds he rolls in plaster. He has raised 700 bushels of potatoes to an acre. His corn is planted two feet apart one way, and two and a half the other. His fences are of stone and wood—a low stone wall, with timber in it, to secure the parts above ground. A fence of two rails is thus made above; the rails being of plank, about four inches wide. Of this kind of fence, he has on his farm what would measure 15 miles. The place enjoys so fine and healthy a situation, and the inn is so well kept, being one of the best in this part of the country, that it is the resort of many visitors from different quarters, who frequently spend days or weeks there. The charges are



more moderate than at the Springs. The view is commanding, and the air fine. From an eminence west of the house, no less than 13 counties may be discovered. The church is half a mile distant, and the road from Ballston pretty good.

SARATOGA SPRINGS

are 7 miles from Ballston Springs, and the Rail road affords an agreeable and rapid conveyance. The old road is level and sandy. The new road passes over higher ground, and is pleasanter and harder, although somewhat longer.

The railroad cars stop at the *United States Hotel*. The following are the principal hotels in the village.

On reaching the brow of a hill which descends into the village, the street lies in full view, with all the principal houses. On the right is Congress Hall, three stories high, with a row of 17 columns, rising from the ground to the eaves; opposite is Union Hall with a row of 10 similar columns; over which are seen the brick walls of the United States Hotel; and still beyond, on the other side, the roof of the Pavilion. From this view the village is represented in the accompanying print, which was taken on the spot.

On reaching the foot of the hill, the Congress Spring, the great attraction of the place, is seen at a short distance on the right, usually surrounded with a throng of people.

CONGRESS HALL is 196 feet long on the street, with two wings of 60 feet running back, and contains lodging for 150. The first floor in front is divided in the following manner: a dining room in the middle, capable of containing tables for all the house can accommodate; next the dancing hall,

about 80 feet long, and south the ladies' private parlor. The price of board is \$10 per week.

THE UNITED STATES HALL is three stories high, with a colonade rising to the second story. This house is excellently well kept, and is more substantially built than any of the rest, which are of a light construction, fit only for the mildest weather ; but it is deficient in public rooms, in which particular Congress Hall so much excels.

THE PAVILION, is a very good house for one of its size. Those who wish to drink often of the Flat Rock water will prefer it, as that Spring is only a few steps from it in the rear.

UNION HALL is the resort of those who wish to avoid the continued round of balls and dances in the other principal houses.

The Congress Spring,

which is the great source from which this place derives its celebrity and its show of wealth and importance, was discovered by Mr. Putnam. He built the first house near it for the accommodation of invalids, which was subsequently enlarged to the present Union Hall. The Congress Spring was long concealed by the neighboring brook which formerly passed over it ; but its valuable qualities being discovered, it has attracted universal attention, and the benefits of its waters are annually dispensed to thousands.

Mr. Silliman gives the following analysis ; half a gallon contains 320 grains of salt, 26 lime and magnesia, with a slight trace of iron.

The Flat Rock Spring is near the upper end of the street, and in the rear of the Pavilion. It is a chalybeate water, and the best of the kind in the

place. It is situated on the margin of the little valley, in which all the springs are found.

The Round Rock Spring is worthy of a visit merely as a natural curiosity; the water, although for a time much celebrated, and indeed the only attraction of Saratoga, having gone into disrepute, since the discovery of the sources already mentioned. It is a feeble chalybeate with little taste and little effect. The water rises in a small rock of calcareous tufa, of a conical form, with a circular hole in the middle, about five inches in diameter. The rock is about five feet through at the base, and has evidently been produced by the layers of lime deposited by the water. Many of the rocks in the neighborhood contain a large quantity of lime, where the carbonic acid of the water probably obtains the supply which it afterward deposits here. The gradual accretion which is thus constantly going on is very apparent even to a hasty observer. That part of the rock which is most exposed to the dripping of water taken out in cups through the hole in the top, is always smooth and even, while other parts are rough and broken. Fractures made by visitors are sometimes found half obliterated by a recent coat of calcareous matter formed in this manner. A horizontal rock, apparently of similar formation, extends for a considerable distance under the surface of the ground; and indeed it might be supposed to reach to some of the springs which rise in different places along the valley above.

The water formerly flowed over the top, but has for many years found its way below, through a crevice produced by a large forest tree which fell and cracked the rock.

SARATOGA LAKE is $5\frac{1}{2}$ miles distant, in a southeasterly direction, and is frequently visited by parties from Ballston as well as Saratoga Springs, and has a good house on the shore. Sailing and fishing on the lake form the amusements of the excursion.

From a hill near it as you approach, the eye embraces a part of this fine sheet of water, with its sloping and verdant shores, generally divided by square fields ; with a distant view of the Green Mountains.

At a considerable distance from the shore, is erected a stage, 16 by 14 feet, a little raised above the water, and capable of containing thirty people. The lake is there about seven feet deep, and the spot is excellent for fishing. Parties of ladies and gentlemen are taken off in boats, and in hot weather an awning is spread to shade them from the sun.

On the opposite side of the lake is a remarkable rocky and woody hill, of a rounded form, which is connected with the shore only by a narrow neck. The deepest water is two miles below, at Drowned Meadow Cove, where it is 150 or 170 feet to the bottom.

The lake extends seven miles in length, and is two in breadth. The shores are bold and varied, gently descending with a smooth slope to the margin, or rising in rugged crags from the water's edge; sometimes softened and beautified by the hand of cultivation, and sometimes abandoned to all their native wildness.

The Reading Room. Strangers will find newspapers from different parts of the country.

A Record will also be found at the same place,

into which the arrivals and departures of visitors are copied, once a day, from the books of the four principal houses.

SCHUYLERSVILLE, 12 m. from Saratoga, seven miles north of the battle-ground. A stage coach passes through this place. At this village Gen. Burgoyne was forced to stop on his retreat, on account of the flood in Fish Creek, the outlet of Saratoga Lake; and at Fort Hardy, which then stood on its banks, he surrendered to Gen. Gates on the 17th October. The traces of his camp are still very discernible, in embankments, ditches, &c. one mile from the Fishkill, and opposite the Batenkill Creek. General Burgoyne occupied the night of October 8th, and the following day, in getting to this place, although it is but 7 miles, on account of the miserable state of the roads.

Here the further retreat was cut off; for the Americans were found in possession of the fords of the Hudson. Gen. Burgoyne therefore took his last position; and Gen. Gates formed his camp behind, while Morgan took post on the west and north of the British, and Gen. Fellows with 3000 men, was stationed on the opposite side of the river. American troops were also in Fort Edward, and on the high ground towards Lake George.

While remaining in this situation, the British were continually exposed to the fire of their enemies, as well as reduced by want of provision. Six days passed thus; when on the 17th of October, 1777, a convention was signed, and the army, being marched to the meadow near Old Fort Hardy, piled their arms and surrendered prisoners of war, *to the number of 5752 effective, with 528 sick and wounded. This meadow is in sight from the inn.*

The house of Gen. Schuyler stood on the spot now occupied by that of his grandson. It was burnt by Burgoyne on his retreat, together with his mills; notwithstanding which, the British officers were afterwards received at his house in Albany, and treated with great kindness.

REMARKS ON THE ROUTES.

North.—Three great routes from the Springs towards the north may be particularized, although they run almost side by side, and all unite on arriving at Lake Champlain. 1st, The fashionable route, to Caldwell, on Lake George. 2d, The Northern, or Champlain Canal. 3d, The road to Whitehall, the direct route on the way to Montreal.

The *first* of these is usually travelled by strangers of taste and leisure, as it conducts directly to the fine scenery of Lake George, and the battle-grounds in its vicinity; and passes near several other spots of high interest for their historical associations. It is with a particular view to this route, that the places soon to be mentioned will be arranged and described. Even if a journey to Montreal is intended, it can hardly be too urgently pressed upon the stranger to devote a leisure day or two to Lake George on his way, as he will find himself most amply rewarded, and can join the great route with facility at Ticonderoga.

The *second route*, by the Northern Canal, may be met near the battle-ground at Bemis's Heights. In fine weather gentlemen may travel for a few miles in the common freight boats.

The *third route* is the road to Whitehall, which

is furnished with public carriages from the Springs during the warm season, and, like the canal, passes near some of the interesting places to be mentioned hereafter.

East.—Travellers wishing to go to any part of the country in this direction, may take their choice of several routes. Lines of stage coaches run to Connecticut river from Burlington, Middlebury, Castleton, and Granville, as well as from Troy and Albany, in various directions—to Hanover, Brattleborough, Greenfield, Northampton, Springfield, Hartford; and there subdividing into numerous ramifications, offer the means of conveyance to every part of New-England.

To meet most of these routes, it will be necessary to proceed to some point north or south of the Springs, for which public carriages are established in several directions from Saratoga and Ballston. Arrangements may be made at the bar of the house where the stranger is lodged.

Two lines of coaches run along the course of Hudson River and Wood creek, one on each side; and the eastern one carries the mail through Castleton, Middlebury, Burlington, &c. along the course of Lake Champlain, though generally at too great a distance to command a view of it. The country there is very fine, the villages beautiful, and the surface frequently mountainous.

The most interesting route that can be chosen by a man of taste, from the Springs to Boston, is through Vermont to the White Mountains, and Winnipiseogee Lake in New-Hampshire. He may take what road he pleases to Connecticut River.

EXCURSION TO LAKE GEORGE, 27 miles.

This is by far the most delightful, excursion which can be made from the Springs in any direction, as it abounds with some of the finest scenery in the United States, and in numerous sites and objects intimately connected with the history of the country.

From the time of the earliest wars between the British colonies and the French in Canada, to that of 1755, the tract over which the upper part of our route lies was the high road of war. It was traversed by many a hostile expedition, in which the splendor and power of European arms mingled with the fierce tactics of savage warriors: the ruins of fortresses are still to be traced in several places, and tradition points to many a spot that has been sprinkled with blood. During the Revolution, also, some of the important events in our history, took place in that neighborhood.

The Journey to Montreal may be made by the way of Lake George; and this route the book will pursue, to Montreal and Quebec, whither the reader, it is hoped, will accompany it.

FROM SARATOGA TO GLENN'S FALLS, 18 miles.

Wilton, 7 miles, Glenn's Falls, 11 miles.—Half a mile before reaching Glenn's Falls, the road enters a rich plain, probably once overflowed by the river, which is now discovered on the left, dividing it in its course, while the village appears in front, with a handsome church spire, and a number of neat white houses, all backed by the mountains, which here stretch off towards the north. French Mountain is the most prominent eminence of which more anon. A more distant range is likewise seen further to the right.

Glenn's falls below the bridge, the falls in the Hudson in full view below. The river here makes a sudden descent of 37 feet over a rock of dark blue limestone, which has been worn into so many forms as to break up the current in a very singular manner. The projection of two large masses of rock divides the water into three shoots (except when it is much swollen by floods). Of these, the northern channel is much the largest, and the other two unite and pass through a deep channel, about 15 feet wide. A man jumped off the bridge here twice, a few years ago, yet escaped without serious injury. The most water passes through the other channel. A dam is thrown across just above the falls, which supplies a Cotton Manufactory of Stone with water, as well as several mills. On the north side of the river a feeder to the Champlain canal, furnishes water for several mills, and an artificial cascade.

The great flat rock which supports the bridge, projects beyond it, and affords space for a small garden on its highest part, although most of it is overflowed in high floods. Like the other rocky strata there, it has a gentle dip towards the south, and a perpendicular fracture running nearly north and south.

Sandy Hill, 3 miles eastward.—This village is pleasantly situated at the next fall in the river below. The cascade is less remarkable as an object of curiosity and interest, but it is still worthy of attention if the stranger have sufficient time at his disposal. He will find a pleasant road onward; and if he should be on his return from Lake George, and wishes to visit this part of the river, the *Field of Surrender* or the *Battle Ground* before reaching Saratoga or Ballston, he will find it convenient to follow the course of the river. The village has a good inn. For a description of the principal scenes of this route see Index.

Caverns.—Passing through the garden, and turning to the left, the mouths of two caverns are found facing the north, in different places among the rocks. They have been cut through by the rushing of water, in a direction across the river's course, and corresponding with the natural fracture. The first is just large enough to permit the passage of a man, and is cut with surprising regularity for a distance of about 25 feet. This place is made the scene of some of the most interesting chapters of Mr. Cooper's novel of *The last of the Mohicans*. The cavern conducts to one of the river's channels, where it opens on the side of a precipice, directly over the water. The banks of the river are perpendicular rocks as far as can be seen; and nearly opposite the caverns, under the north bank, is an abundant spring of fine, pure water, which pours from a hole in the rock, a few feet from the surface of the river.

About half-way between this place and Sandy Hill, a convoy of waggons was attacked in the French war, on their way to Lake George.

Nearly north of Glenn's Falls, is Luzerne Mountain; and a little to the right of it, French Mountain. Between them passes the road to Lake George. Towards the west, a range of high hills encloses the view, and in the east, the Vermont Mountains make a fine appearance.

Near the foot of *French Mountain* is a small tavern, on the east side of the road; and near this place Gen. Dieskau's advanced guard struck the route from Glenn's Falls and Fort Edward to *Fort William Henry*. The valley through which we pass is narrow for some distance beyond; and

after about an hour's ride, a little circular pond is discovered on the east side, and close by the road. It is generally almost concealed with water plants.

This was near the place of action between Colonel Williams and General Blakeney. The latter had extended his troops across the path, and advanced his wings some distance in front, the left wing occupying the rising ground on the west side of the road near this place, and is said to have been the principal scene of action. A singular rock near by is pointed out by tradition as the tomb of Col. Williams's grave. This, however, is considered very doubtful; by others, it is said that he ascended the rock to reconnoitre, and was shot from its summit.

The little pond above mentioned was the place where most of the dead were thrown, and it bears the name of *Bloody Pond* to this day. It is probably much smaller than formerly. In 1825 the skeleton of a man was dug up from a depth of one and a half feet, near the pond, with a marble pipe, and some silver-eyed buttons bearing the royal stamp. This pond is nearly circular, and is covered, in its season, with the Pond Lily (*Nymphaea Alba*), which expands its flowers on the surface of the water.

About a quarter of a mile beyond this place, is a fine view of

LAKE GEORGE.

Coming to the brow of a high hill, the prospect opens, and the lake appears, enclosed by mountains, many of which, at this distance, are of a deep blue. *The side of French Mountain is near*

at hand on the east, covered with thick trees to the summit; while the smoothness of the lake, the beauty of its nearest shore, with the neat white buildings of Caldwell, communicate to the scene a degree of beauty and seclusion, which can hardly be found in any other spot. Directly at the south end of Lake George, are the remains of Forts George and William Henry, famous in the history of the French war; and on the site of the former was General Johnson's camp, when he was attacked by Dieskau. The particulars of the action will be given hereafter.

CALDWELL. Here the visiter will stop to take a view of this charming lake, and hence he may make excursions across its beautiful waters. The village stands at the south end of the lake, commanding a fine view of the mountains by which it is almost enclosed. The inn overlooks the lake for several miles. A more delightful place can hardly be found in the United States, for the temporary residence of one who takes delight in scenery of this description, and loves to recur to deeds long past, important in their results even to the present day.

Lake George is 34 miles long, and its greatest breadth 4. At the south end it is only about one mile broad. The greatest depth is sixty fathoms. The water is remarkable for its purity—a fish or a stone may be seen at the depth of 20 or 30 feet. It is undoubtedly supplied by springs from below, as the water is coldest near the bottom. It contains trout, bass, and perch. There are deer in the neighboring forest. The outlet which leads to Lake Champlain contains three large falls and rapids. The lake never rises more than two feet.

The three best points of view are at Fort George, a place north of Shelving Rock, 14 miles, and another at Sabbath Day Point, 21 miles from the head of the lake. The last view is taken southward, the other two northward.

This beautiful basin, with its pure crystal water, is bounded by two ranges of mountains, which, in some places rising with a bold and hasty ascent from the water, and in others descending with a graceful sweep from a great height to a broad and level margin, furnish it with a charming variety of scenery, which every change of weather, as well as every change of position, presents in new and countless beauties. The intermixture of cultivation with the wild scenes of nature is extremely agreeable; and the undulating surface of the well-tilled farm is often contrasted with the deep shade of the native forest, and the naked, weather-beaten cliffs, where no vegetation can dwell.

The situation of the hotel is delightful, surpassing that of almost every other to be found in this part of the country. A green and handsome slope descends about 200 yards to the very margin, where there is no obstruction but a few trees and scattering buildings. There is the wharf, at which the steamboat receives and lands her passengers, often adding much variety to the place by an addition of company. The discharge of the signal gun makes fine echoes among the mountains in a clear night.

EXCURSIONS ON THE LAKE, FISHING, &c. Boats are kept at the wharf to convey passengers to any part of the neighboring shores and islands. Fine perch, or black bass, (*Perca Franklinia*,) are

caught in abundance almost every where; and trout, at the mouth of a small stream near the south end. Fishing rods and tackle may be obtained at the hotel; and a variety of other fish are to be found.

Diamond Island is a few miles down the lake, and crystals of quartz, are found in a loose rock by digging a little under the surface. They are found in equal numbers in several of the other islands.

Tea Island, about 2 miles down the lake, is another favorite retreat. The little bay in which the boats land is remarkably retired and beautiful.

Long Island contains about 100 acres, and has been inhabited and cultivated. Besides these, there are many other islands on the neighboring parts of the lake; and those who are fond of such excursions would be highly delighted with devoting several days to visit them. The finest cluster is in the Narrows, about 12 miles distant.

West of the village is a remarkable conical eminence, called *Rattlesnakes' Cobble*, or *Prospect Hill*. This, as well as the mountains beyond it, is the habitation of bears and deer, and much infested with rattlesnakes. The view from the top is very fine.

The French Approaches. The village of Caldwell is of recent date. In the French war, during the siege of Fort William Henry, the ground which it now occupies was crossed by the trenches and batteries with which Montcalm finally succeeded in forcing the capitulation of that little fortress.

He landed with his army in the little cove just

behind the new stone building, a few steps north of the hotel. He erected his battery near the shore, and ran his first trench across the street into the fields in front of the hotel. The remains may still be traced, as well as the marks of a small mortar battery, near the bars of a fence leading to a small house. Another line runs to the bank of the lake, on this side of the brook, where was also a battery; and another borders the swamp to the right, and another turns southward along the high ground. Behind this, in a pine wood, are the graves of about 1000 French soldiers, who died in the fort after its capture.

BATTLE OF LAKE GEORGE. In 1755, the year after the commencement of the *French War*, 3000 men were sent out from France to Quebec, for the purpose of taking Oswego Fort, on the shore of Lake Ontario.

Gen. Johnson, (afterward Sir William,) marched to the south end of Lake George with a considerable number of men, joined by the famous Capt. Hendrick, with many Indians of the Five Nations, intending to take Fort Frederick, now Crown Point. Gen. Dieskau was sent to oppose him. At Fort Frederick, or Crown Point, he remained some time, and then went up the South Bay, where, learning the situation of Fort Lyman (now Fort Edward,) he wished to attack it and cut off the retreat of Gen. Johnson. The Indians and Canadians, however, were in dread of the cannon with which it was supposed to be defended, and he was obliged to march against Johnson.

1200 men under Col. Ephraim Williams, met them at Rocky Brook, drawn up in a semicircle,

into which the English entered before they knew it. The English stood their ground valiantly; but Col. Williams and Hendrick being both shot down, together with many others, they were obliged to begin their retreat, which was conducted by Col. Whiting with the greatest coolness and success.

The centre of the English army was posted on the hill where the ruins of Fort George now are; and the French were discovered by them at half past 11. Dieskau halted at the sight of his enemies, probably entertaining some mistaken idea of the strength of their position, and gave them time to recover from their panic. The ground on both sides of the English camp was marshy and covered with trees, and Dieskau sent his Indians out on the right flank and the Canadians on the left, to surround them. Col. Pomeroy, however, soon put the former to flight with a few cannon shots. Dieskau then brought up his troops in front, and made them fire by platoons, but with very little effect. Gen. Johnson was slightly wounded in the thigh, and had to walk back to his tent, leaving the command with Gen. Lyman. He directed the defence for five hours, aided by Capt. Eyre's artillery; when the French turned upon the English right, which consisted of Ruggles's, Pomeroy's, and Tittcomb's regiments, and extended from the road to where Fort William Henry was afterward built. Here they fought an hour, but the English and Indians charging them, they took to flight and many were killed. Gen. Dieskau himself was found leaning against a *stump* wounded—a soldier approaching saw him

put his hand to his waist, to take out his watch, which he intended to offer to him, and supposing he was drawing a pistol, shot him through the thigh. He was carried to the fort by eight men in a blanket, and it is said deterred Johnson from ordering a pursuit, by saying he had a strong force near at hand. Gen. Lyman urged to follow up their victory; but that was probably a sufficient reason for its being refused by a superior officer, who did not even mention the name of Gen. Lyman in his account of the battle!—Johnson was made a Baronet, and Lyman lingered out a few years in poverty and disappointment, and died without receiving even the notice of the British government.

The English are said to have lost only 216 in killed and 96 wounded. Gen. Dieskau estimated his own loss at 1000—the English called it much less. The principal were a major-general, and M. de St. Pierre, the commander of the Indians. The French lost their baggage during the action, two miles in their rear, it being attacked by Captains Folsom and M'Ginnies with about 100 New-York troops; who then lay in wait for the retreating French, and killed great numbers of them.

Gen. Johnson might have taken Crown Point; but he delayed it so long, that the French advanced to Ticonderoga and there fortified themselves securely.

THE CAPTURE AND MASSACRE OF FORT WILLIAM HENRY. So different was the state of the country sixty years ago, and so much in its infancy was the art of war in these wild regions, that a small *work of earth* thrown up on this site, and

called Fort William Henry, was regarded as a fortress of considerable strength and consequence.

In 1757, the Earl of Loudon, British Commander-in-Chief in America, made an unsuccessful attempt by sea against Louisburg; and before his return to New-York in August, the French from Ticonderoga, under the Marquis de Montcalm, had made three attacks on Fort William Henry. On the 1st of August they set out again, and landed at Frenchman's Point. On the evening of the 2d, they crossed to the west side of Lake George, within two miles of the Fort, and the next morning sent in their summons. Col. Munroe defended himself resolutely for six days, hoping relief from Gen. Webb and his 6000 men at Fort Edward; but having waited in vain, and burst ten of his largest cannon, he was obliged to surrender, and marched out with the honors of war and an assurance of being protected from the Indians in Montcalm's army.

He had gone but a little way, however, when the savages fell upon his troops and butchered about 1500, men, women, and children.

Gen. Webb's conduct was most inhuman. The provincial troops were kept under arms for one whole day after the news of the siege arrived at Fort Edward, and Sir William Johnson was very desirous to march with them to its relief; but Webb ordered them back to their quarters, and sent a messenger to Col. Monroe advising him to surrender.

ATTACK ON FORT TICONDEROGA. The south end of Lake George was the scene of a splendid embarkation on the 4th of July of the following

year [1758,] when 10,000 provincial troops, and 6 or 7000 regulars assembled at this place to proceed against Ticonderoga.* 1035 boats were drawn up to the shore one clear delightful summer morning, and were speedily filled with this powerful army, excepting only a small body left with the baggage. Success was confidently expected, and the appearance of the train was more like that of a triumphant return from war. The boats were decorated with gaudy streamers, and the oars moved to martial music. The traveller will follow their route in the steamboat, for which see below.

They landed at the north end of the lake on the following morning, and were ordered to march on in four columns. The obstructions of the forest however soon broke their ranks; when Lord Howe, with his centre column, falling in with the enemy's advance guard, who were on their retreat and bewildered, was attacked with a sudden war whoop and immediately killed. The provincials were accustomed to the woods, drove back their enemies, killing about 300, and taking 148 prisoners, and returned to the landing. In the morning, Col. Bradstreet took possession of the mill at the great falls on the river, and the army were soon brought up to the French lines, which were thrown up across the isthmus and not finished. This intrenchment is still to be seen in tolerable preservation. It had two redoubts and a deep abattis, and is said to have been 8 or 9 feet high, though that seems improbable. The attack

* Lord Howe, who accompanied this expedition, was a young nobleman of amiable disposition and the most prepossessing manners, and was almost idolized by the army, as well as admired and loved by the country.

was vigorous, and the defence obstinate. The battle continued four hours, during which the English were repulsed three times. The English loss, in all, was 1944, principally regulars; the French very trifling, although they are said not to have imagined the defence possible. Their force is differently stated from 1200 to 6000. Notwithstanding his superiority of force, Abercrombie shamefully ordered a retreat; and thus terminated the operations of the year.

VOYAGE DOWN LAKE GEORGE.

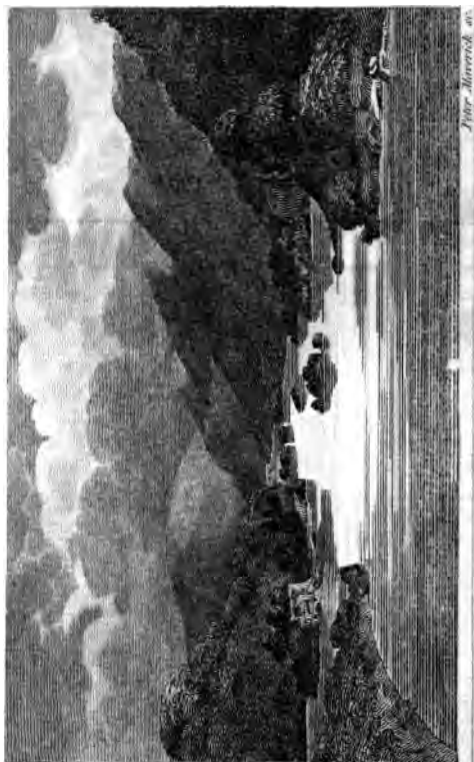
Leaving Caldwell, and passing Mr. Caldwell's house, at a quarter of a mile, the steamboat passes Tea Island, Diamond, Long, and other islands, particularly the Two Sisters; and then the lake becomes wider, and the surface more uninterrupted, the course of the boat being directly towards a remarkable eminence, with a double summit, called *Tongue Mountain*. That which partly shuts it in from this direction on the right, is *Shelving Rock*; and *Black Mountain* shows its rounded summit beyond it, a little further to the right. This last is supposed to be about 2200 feet high, and the highest mountain on the lake.

Twelve Mile Island appears to be at the foot of *Tongue Mountain*, and is seen just ahead for a great distance after leaving Caldwell. It is of a singularly rounded form, covered with trees, with the utmost regularity, and protected from the washing of the waves by a range of large stones along the shore, so well disposed as to seem like a work of art.

A rich and cultivated slope is seen on the western shore, before reaching *Tongue Mountain*.



ЛАКЪ СЕДРИКЪ.



THE NARROWS. The lake is very much contracted, where it passes between the mountains just mentioned, and the surface is for several miles broken by innumerable islands. These are of various sizes, but generally very small, and of little elevation. A few of them are named, as Green, Bass, Lone-tree islands. Some are covered with trees, others with shrubs, some show little lawns or spots of grass, heaps of barren rocks, or gently sloping shores; and most of them are ornamented with graceful pines, hemlocks, and other tall trees, collected in groups, or standing alone, and disposed with most charming variety. Sometimes an island will be observed just large enough to support a few fine trees, or perhaps a single one, while the next may appear like a solid mass of bushes and wild flowers; near at hand, perhaps, is a third, with a dark grove of pines, and a decaying old trunk in front of it; and thus, through every interval between the islands as you pass along, another and another labyrinth is opened to view, among little isolated spots of ground, divided by narrow channels, from which it seems impossible for a person who should have entered them, ever to find his way out. Some of the islands look almost like ships with their masts; and many have an air of lightness as if they were sailing upon the lake.

" Some small, just a nest for the heron that springs
 " From the long grass, and flashes the dew from his wings;
 " Some bearing one pine tree, the stately and fair,
 " Alone, like a column aloft in the air:
 " While others have shrubs and sweet plants, that extend
 " Their boughs to the stream o'er whose mirror they bend;
 " The lily, that, queen-like, uprears to the sun,

"The loveliest face that the light is upon ;
 "While beside stands the cypress that darkens the wave,
 "With a foliage meant only to shadow the grave."

Eng. Mag.

After passing the Narrows, the lake widens again, and the retrospect is, for several miles, through that passage, with Tongue Mountain on the west, and Black Mountain opposite, the Luzerne range appearing at a great distance between them. The mountains in view have generally rounded summits ; but the sides are in many places broken by precipitous ledges. They are inhabited by wolves, deer, rattlesnakes, &c.

Sabbath Day Point.—This is a low neck of land, stretching into the lake from the Western shore, and containing the little village of Hague. That on the opposite shore is Putnam.

On Sabbath Day Point, Lord Amherst, with his numerous host, stopped for refreshment upon the morning of the Sabbath, and gave this beautiful point the name by which it is now known ; it is a charming spot, and susceptible of the greatest embellishment.

ROGER'S ROCK AND ANTHONY'S NOSE. These are two mountains at which the lake again contracts itself to pass between them. The shores of the lake still continue elevated, and but a few cultivated farms are distinguishable here and there. Anthony's Nose presents a precipice, on the eastern shore, as we enter the strait ; and the firing of a gun produces a fine echo. *Roger's Rock* or *Roger's Slide*, is a still more formidable precipice, on the other hand, a little further on. The last retrospect up the lake is still very fine, even from this

point—Black Mountain being yet clearly to be seen.

Rogers' Slide has its name from Capt. Rogers, a partisan officer, who distinguished himself in the French war, by his boldness, activity, and success. He commanded an expedition which left Crown Point in the year 1756, against the Canadian frontiers, and cut off the Indian village of St. Francis, afterward returning with the severest hardships, by the way of Connecticut River. Tradition says, that he was, at another time, closely pursued by a party of Indians, and forced to retreat to the verge of this mountain. Finding no other way to escape, he descended half down by the ravine which opens towards the south, and then by a sudden turn came to the east side, where is a precipice about two hundred feet high of smooth rock, and nearly perpendicular, down which he slipped upon his snow shoes to the lake, escaping upon the ice. The water is deep at the bottom, and fine trout are caught there with a long line.

The lake here assumes the appearance of a narrow pond for three or four miles, and seems closed at both ends. The ground is still elevated on both sides, but hills have succeeded to mountains, and some of these are at length overtopped by Black Mountain. The lake at length diminishes to a very narrow stream, and the bottom becomes gradually covered with weeds.

Lord Howe's Landing is just behind an island of three acres, on the left-hand at the entrance of the creek. Here is the spot where the unfortunate expedition of Abercrombie effected their landing, and on the island they established their hospital, on their way to the attack of Ticonderoga.

The steamboat passes on some distance beyond this place, and lands her passengers on the other side, where, at her regular voyages, carriages are found in waiting to convey them to Ticonderoga, three miles, over a rough road.

Those who intend to take a steamboat on Lake Champlain, should be careful to inquire the hour when it passes, and regulate their time accordingly. Ticonderoga has become one of the stopping places, which will prove a great convenience to the numerous travellers attracted to this interesting spot.

Abercrombie's army passed for some part of the way along the route we travel. Passing the Upper Falls, which are the highest, he forded the creek above the second. At the Falls near the bridge which we cross, just above the sawmills, was a stone blockhouse; and there was a redoubt on the north side of the stream near the bridge, where, as in several other places, there was some fighting to carry the French outposts.

At the Upper Falls are several valuable sawmills and forges, and the scenery is highly picturesque.

THE FORTRESS OF TICONDEROGA.

This famous old fortress, or rather its remains, are distinctly seen from Lake Champlain, though, from the direction by which we approach it, they are discovered only at a short distance. An elevated piece of land, gently sloping towards the south, and ending abruptly over a bend of the lake, appears, partially covered with trees, and crowned near its extremity with a cluster of broken walls and chimneys.

THE OLD FRENCH LINES where General Aber-





erombie was defeated in 1758, are the only part of the fortification which was ever the scene of a battle. They commenced on the east side, at a battery of heavy cannon on the shore, about a quarter of a mile south of the ferry. The remains of the breastwork can yet be seen. The lines were drawn in a zig-zag ; first stretching off to the right, along the side of marshy ground to a cluster of bushes where was a battery ; and then to the left to the verge of a wood, where was another, then across the ridge of land at its highest elevation, over to the brow of a steep bank looking towards the outlet of Lake George. The woods that now so much interrupt the sight, have grown since the evacuation of the fortress, after the revolutionary war.

There is a fine *spring* of water near the western part of the French lines, where a bloody engagement occurred between two hostile parties during the battle. Bodies of men have been dug up hereabouts within a few years, and shot were formerly very frequently found in old timber.

Mount Hope is a hill about a mile north from this place. It was occupied by Gen. Burgoyne's British line, which formed the right wing on his approach to Ticonderoga, on the 2d of June, 1777.

In proceeding from the French lines south towards the fortress, by a gentle descent, the surface of the ground appears to have been in some places smoothed in former times by the plough, and by the removal and cutting away of rocks, to render it convenient for the evolutions of troops, and the use of artillery. We pass also the remains of several distinct lines of small redoubts, placed at equal distances, and ranged in the form of a quin-
cunx.

There are two old intrenchments, 270 and 150 yards from the fortress; and then comes the edge of the outer ditch or counterscarp, where was a row of palisadoes. Five steps more bring you to the walled side of the ditch, which is still eight feet deep in some places, and therefore impassable except where it has been partly filled up. Its breadth is generally about 8 or 9 yards, and the wall of the fortress on the other side in some places 20 or 25 feet high.

The fortress is of an angular form, and embraces a large tract of ground, being divided into parts by deep ditches, which were defended by cannon and musketry, and added very much to the security of the place. The communication between these different parts was kept up by stone staircases, placed in convenient positions of the angles, all so calculated as to make the descent into the ditches and the ascent circuitous and intricate, and open to the cannon and small arms. A glance at some of those that remain will show the plan. The walls were originally much higher than at present, being raised by superstructures of logs filled in with earth, to such a height as to protect the barracks.

The *Barracks* formed an oblong, and the walls still remain of all except those on the eastern side. The parade, which they include, appears to have been formerly carefully smoothed. This area is about $52\frac{1}{2}$ yards long, and 8 in breadth. The barracks, &c., are built of the rough blue limestone, of the neighboring rocks, two stories high; and these, with the chimneys, several of which are standing, are the principal objects seen from a dis-

tance. By the southern entrance, Ethan Allen entered with his 83 raw soldiers, when he surprised the fortress on the 18th May, 1775; and on reaching the court yard and calling on the commander to surrender, the British officer, Capt. Deplace, made his appearance at a window and submitted, delivering up 3 officers and 44 rank and file. In consequence of this coup de main, this important place was in the hands of the Americans until the arrival of Burgoyne, in 1777.

The battlements of Ticonderoga first bore the flag of independence. This circumstance should of itself render this ruin, so fine in other associations, interesting to the traveller.

At each corner was a bastion or a demi-bastion; and under that in the north-eastern one is a subterranean apartment, the access to which is through a small entrance near that corner of the court yard. It communicates with two magazines at the further end: that on the left, which is the larger, being 19 or 20 feet long. The room is also arched, measures about 35 feet in length, 21 in breadth, and 10 or 11 in height, and like the magazines was bomb proof. The cellars south of this, which belonged to the demolished buildings, and are almost filled up, have a room or two with fireplaces still distinguishable.

THE GRENADIERS' BATTERY. This important outwork is situated on a rocky point towards the east from the main fortress. They were connected by a covered way, the traces of which are distinctly visible. It was surrounded by a wall *faced with stone, with five sides, one of which measures about 180 feet; but that towards the*

lake has been undermined by time, and slipped down the bank. The remaining parts are nearly entire, and about 10 feet high.

Still in advance of the Grenadiers' Battery is a small work of earth, which might have contained five or six guns; while in front of it, and on the extreme point, two or three more guns appear to have been placed between the rocks, to fire down upon the water, about 40 feet below. A little further east, and under the bank, is an old stone house, formerly a store belonging to the fort, and now occupied by the tenant of Mr. Pell, the proprietor of the whole peninsula of Ticonderoga. On a spot formerly occupied as the *King's Garden*, Mr. P. has a fine garden, abounding in the choicest fruits imported from Europe, and transported from the celebrated nurseries of Long Island. If it is the intention of the traveller to cross the lake, to the neighboring Vermont shore, where are still some slight remains of Burgoyne's intrenchments, he will be much pleased with a walk across the meadows to the upper ferry, a distance of about three-quarters of a mile.

Between the Grenadiers' Battery and the fortress, the shore retains traces of many little terraces, breastworks, and buildings, such as were probably workshops, barracks, stores, &c.

The great mountain, which rises dark and abruptly from the opposite shore, is

Mount Defiance, about 800 feet high, on the summit of which Gen. Burgoyne's troops showed themselves on the morning of July 4th, 1777, with a battery of heavy cannon, which they had drawn up along the ridge by night, and on the

firing of a few shots by the British upon a vessel in the lake, which proved the range of their guns, the Americans made preparations to evacuate the place, and effected their retreat to the opposite shore during the night.

The ascent of Mount Defiance is laborious, but the view is extremely fine from its summit. There are the remains of Burgoyne's battery, with holes drilled in the rocks for blasting, and the marks of a large blockhouse.

Mount Independence is a hill of comparatively small elevation east of Mount Defiance, and separated from it by the lake, which has there reduced its size to that of a small river. On a bank, just above the water, are the remains of a zig-zag battery for about 40 or 50 guns, running across a little cornfield behind a house, and making five or six angles. The Horse-shoe Battery is traceable on an elevation about a quarter of a mile in the rear. A bridge once connected Ticonderoga with Mount Defiance, the buttresses of which are remaining, to the great annoyance of the navigators of the lake; the steamboat passes to the south of them. On the west shore (near the stone storehouse,) Arnold, when pursued by the British, caused his flotilla to be run on shore. These hulks remain almost as sound as when first stranded. A forty-two pounder is said to have ranged from the Horseshoe over this channel (now marked by a buoy) and the fortress.

After the Revolutionary war about 500 cannon were lying about the fortress, lines, &c. many of them as left by the English with their trunnions knocked off.

this ancient fortress, which, for position as well as appearance and history, may be called the twin sister of Ticonderoga.

Chimney Point, where the steamboat often receives and lands passengers, is on the north side of the lake, with a large public house in a pleasant situation; and here is the place to stop, if the traveller intends to visit Crown Point, which is opposite, across a ferry $\frac{3}{4}$ of a mile.

THE FORTRESS OF CROWN POINT.

There are several old works thrown up along the shore, with little bays between them. The easternmost is called the Grenadiers' Battery, the middle one is the original old French fort of 1731, and now encloses a garden; and that further west is an outwork to a bastion of the fortress.

The fortress is about a quarter of a mile from the shore, showing the walls and chimneys of the old barracks, and walls of earth surrounding them. The fortress of Crown Point was a star work, being in the form of a pentagon, with bastions at the angles, and a strong redoubt at the distance of 250 or 300 yards in advance of each of them. The fortress is surrounded by a ditch walled in with stone, except where it has been blasted into the solid rock of blue limestone, (as is the case in many parts, from five to twenty-five feet,) and even into the quartz rock which underlays it. Univalve shells are found in the limestone rock, frequently four inches in diameter. The walls are about 20 or 25 feet high, and there is a convenient path running entirely round upon the *top*, interrupted only by the gates at the north and *south sides*. Although much shaded by tall su-

macs, some fine views are enjoyed in making the circuit, which is not far short of half a mile.

Opposite the north gate is a small ledge of rocks; and close by, the remains of a covered or subterraneous way to the lake shore. On entering the fortress, the stranger finds himself in a level, spacious area, bounded on the left, and in front, by long ruinous buildings of stone, two stories high, and the first 220 feet long, while the ruins of similar ones are seen on two sides on the right. This parade is about 500 feet in length. The place was surprised by Col. Warner in 1775.

The view from the walls towards the north is very fine: looking down the lake, which widens at the distance of two or three miles, you have Chimney Point on the right, and two other Points projecting beyond the distant peak, called *Camel's Hump*. A range of mountains on the western shore, beginning at the distance of 18 miles, including *Bald Peak*, gradually approach till they form a near and bold boundary to the lake on the left, scattered with cleared farms and houses, and then stretching away to the south, terminate in the mountains behind. This elevation, although it seems almost as well calculated to command Crown Point as Mount Defiance does Ticonderoga, is not less than four miles distant.

Every thing about this old fortress bears the marks of ruin. Two magazines were blown up; the timbers in the south barracks are burnt black; while some of the entrances and other parts are fenced up for a sheep fold. The ground around it is much covered with fragments of blasted rocks, and, particularly at the south, with the ruins of old

buildings. The trees which are seen have grown since the evacuation of the place; and on one of the angles is an inscription of the date of the fortress: 1756.

In 1776, the British had a fleet on Lake Champlain, composed of the following vessels: ship *Inflexible*, Capt. Pringle, carrying 18 twelve-pounders; two schooners, one with 14, the other with 12 six-pounders; a flat-bottomed radeau with 6 twenty-fours and 6 twelves; and 20 small craft, each carrying a gun from nine to twenty-four pounders, and several long-boats, besides boats for baggage stores, &c.

The Americans had only 2 brigs, 1 corvette, 1 sloop, 3 galleys, and 8 gondolas, the largest vessel carrying only 12 six and four pounders. These were under the command of Arnold, who drew them up between the island of Valincourt and the western shore, where they were attacked. They fought four hours, and the British retreated; but while making his way towards Crown Point, Arnold was overtaken, and nearly all the squadron fled up the lake, passing this place which was evacuated. Arnold remained fighting as long as possible, and did not leave his vessel until she had taken fire.

On making a signal at the ferry to the steam-boat, she will stop and send for a passenger. Proceeding down the lake, the breadth of it soon increases, and at the two islands on the right it is about $1\frac{1}{2}$ miles across. A little further is

Put-in-Bay, on the eastern shore, with an island of the same name. A little north of this is a small island on the right, with three bushes on it,

which has hence obtained the name of the *Scotch Bonnet*. Looking south the lake presents a fine expanse, extending almost to Crown Point, with Bald Peak conspicuous on the right.

Basin Harbor is a stopping place. It is very small, with room for only 3 or 4 vessels. At a great distance in the N. E. is seen the Camel's Hump: further north a high mountain in Halifax, Vt.

Sloop Island 17 miles from Burlington, is low in the middle, and contains several trees, which look not unlike masts. It was mistaken for a sloop in a misty day, in the Revolutionary or French war, and fired upon by a vessel, whence its name.

At *Hartford* the lake suddenly opens to the breadth of several miles, and a new scene is presented to view. On the west side is a rounded island covered with pine trees, like much of the shore previously seen, and separated from the mainland only by a narrow rent of about fifteen feet. Apparently just within this aperture is a rude arch of rock, like the remains of an ancient bridge. A beautiful bay makes up behind the island, of which a glimpse is caught in passing; and a little further north it opens beautifully to view, with a smooth declining shore cultivated for several miles; while a blue range of the Alleghanies rises behind them, like the Catskill Mountains seen from the city of Hudson.

On the eastern side, the Green Mountains tower at a distance over the wild, uncultivated shore, till a cluster of white buildings is discovered forming the little village of Charlotte or M'Neil's Fer-

ry, which is backed by a few fields and orchards. Further north the shores are rocky, and rise abruptly from the water.

BURLINGTON, 75 miles from Whitehall.—This is the largest town on Lake Champlain, and is situated in a commanding as well as a delightful position. The lake suddenly widens as you approach it from the south, and a fine semicircular bay puts up to it from the west, surrounded by a crescent of high ground, under the shelter of which the town is situated. The view from the top of the hills is truly admirable; embracing in the foreground the elegant gardens of some of the wealthier inhabitants, with the streets of Burlington below, the curving form of the bay, the whole breadth of the lake, here ten miles across, and a noble chain of distant blue mountains on the opposite side. The college has been rebuilt.

[The road to Windsor, by *the Gulf* is very good and interesting. The road to Montreal passes Swanton, St. Alban's, &c. The lake is occasionally in sight; and for a distance of six miles, round the head of Missisquoi Bay, the road runs along the shore. At that place vast quantities of lumber are annually collected.]

PORT KENT is a small village on the western shore, 16 miles from Burlington. It was begun in 1824, as a port to the iron works a little back in the country, where is a vast quantity of ore.

PLATTSBURGH, 8 miles.—This is a town of considerable importance, on the banks of the Saranac, and just behind the high and steep bank of the lake, on which is a line of forts erected for *the defence* of the place. The town commands

a fine view. There are some remarkable *Water falls* on the Saranac.

THE BATTLE OF PLATTSBURGH.—While Gen. Maconib was stationed at Plattsburgh, during the last war, Sir George Prevost came from Canada with an army, and occupying the village, stood ready to attack the American troops, who were in position on the elevated ground, between the east bank of the Saranac and the precipitous shore of the lake. Com. M'Donough was on the lake with the American squadron; and hearing of the approach of Capt. Downie with the British ships, extended his line between Hospital Island and Cumberland Head, where he received and fought the enemy, with such success as to capture all his vessels. The action continued two hours and 25 minutes, and was performed in full sight of the armies. Capt. Downie's ship, the *Confiance*, had 105 shot in her hull, and the *Saratoga* 59, and was twice on fire. This battle caused the retreat of Prevost, and relieved that part of the country from the danger of being overrun.

M'Donough's farm on that part of Cumberland Head which is opposite the scene of his battle consists of 200 acres. It was presented to him by the legislature of Vermont, in gratitude for his victory.

CHAZY, 15 miles. ROUSE'S POINT, 12 miles.—There is a village by this name, on the western side; and a mile beyond it,

The *Fort*, which is a kind of castle, built of hewn stone, with perpendicular walls, and three tiers of embrasures. It stands at the end of a low point and was built to command the passage of the lake.

during the last war. On running the line of the United States and Canada, the commissioners at first fixed the boundary a little south of this place, so as to bring the fort within the limits of the latter; but in consequence of the line agreed on by the treaty coming too near Quebec, it was determined that an arrangement should be made for the benefit of both parties; and the boundary has been left in its former place. An opening through the woods, like a road, marks the place, about half a mile north of the fort.

The country hereabouts is very uninteresting: for the level country has begun which extends far into Canada. The appearance of the banks is quite uniform; they being low, and in many places almost overflown by the waters of the lake.

ISLE AUX NOIX, 11 miles.—This is the English frontier post, and has been chosen with judgment; as although the ground is of hardly any elevation, it is higher than any in the neighborhood; and the island is so situated as partly to occupy the channel, and entirely to command it.

There is a long wall and battery on the south side, with angles; beyond which are seen a large stone building, and the roofs of others on the left and right of it, forming the storehouses, &c. of the post. The channel is on the east side, and very narrow, faced for a considerable distance by another battery. Sentries are posted in different places. The ship-yard succeeds, and the officers' quarters, generally neat one story buildings, with little gardens tastefully laid out. Here is a landing place in the Chinese style. A large stockaded hospital succeeds, with a large arch raised on the

shore, bearing the royal crown. The little cabins are the soldiers' quarters, and some of them are neat, and ornamented with flowers.

The expedition against Canada, in 1775, consisted of two divisions: one of 3000 New-England and New-York soldiers, under Generals Schuyler and Montgomery, proceeded down lake Champlain in rafts, from Ticonderoga and Crown Point, and took position at Isle aux Noix. The other, which was planned and despatched subsequently, under Gen. Arnold, proceeded through the wilderness, in the District of Maine, for Quebec. The former division, after a little delay, proceeded to St. John's. They afterward formed at this place a *chevaux-de-frise* in the river.

Beyond, the shores continue low and uninteresting, with numerous cabins of settlers near the water; the forest encroaching to within a short distance behind.

ST. JOHN'S, 10 miles.—Here the steamboat stops at the head of the rapids, and at the end of navigation. Stage coaches take passengers to Montreal (16 miles by land, and 9 by water, on the St. Lawrence, in a steamboat.)

The village presents nothing worthy of particular attention, except as the scene of some military deeds, connected with the expedition of General Montgomery against this country. While the continental troops were stationed at Isle aux Noix, in 1775, Generals Montgomery and Schuyler invested the fort, which contained a garrison of 5 or 600 troops, besides 200 Canadians, and was commanded by Major Preston. The siege lasted six weeks, and they did not capitulate till some time

after the surrender of Chambly, nor till the Americans had brought their trenches to the walls of the fort. They then obtained possession of 17 brass pieces, 22 iron, 7 mortars, with balls, bombs, &c. &c.

The Canadian money is different from that of the United States; but in consequence of the continual intercourse, the latter passes currently. Nine sous or coppers, (which are of various and sometimes curious stamps,) equal six cents. Two sous nearly 1*d.* and 20 cents a shilling.

The pleasantest road from St. John's to Montreal, is by Chambly, and Longueil.

Leaving St. John's for Montreal, by Laprairie, the road passes about a mile along the western shore of the River Richelieu, which sometimes takes the names of St. John's and Sorel, in consequence of its running by those towns. Several mountains are in sight, as Belcœil, Boucherville, &c.

The *Rapids* may be regarded as a specimen, on a small scale, of the numerous rapids in the St. Lawrence, which will hereafter excite the interest, if not the apprehension, of the stranger. The bed of the Richelieu has a rapid descent in several places, where it comes immediately under observation, and becomes so shallow as to be passable, even for the flattest boats, only during the floods. In the summer it is generally only a few inches deep, and the surface is broken by numerous stones of all sizes, and here and there by little waterfalls near the shore. At the same time the banks are low and flat; the houses of one floor, white-washed, and built at nearly equal distances,

facing the river; and, in short, the general character of a scene on the St. Lawrence, may be imagined from a view here, by making allowance for its size and fertility.

It has been proposed to make a canal to the St. Lawrence; but it is said that the channel of the St. John's might be improved, by stone walls to confine the water over these rapids. The Chambly rapids might be passed by a short canal; and the only remaining obstructions till those at the mouth are at St. Therese and Mille Roches.

The inhabitants along the road present the aspect of foreigners, in dress, countenance, manners, customs, and language. Their fashions are antique, and many of them have not been changed for ages: The men wear the Canadian jacket, cap, or hat, red sash, and moccasin of rough leather. The women work laboriously in the field, and all of them speak French, generally without knowing a word of any other language. The farms will be observed, laid out in strips of 1 or 200 acres, flat, broad, and 1, 2, or even 3 miles in length; and the system of farming is extremely bad, as will be discovered at once, by the acres that are consigned to the useless and destructive little Canada Thistle. There is no such thing known here as the doctrine of a rotation of crops, and land is recovered to fertility by lying fallow, except that lately the use of manure has begun to be resorted to in a small degree. The horses are of a small breed, well known in the northern states by the name of the country. They are small, but powerful, hardy, and treated with great care. Many of them are driven across the line, and large

horses introduced into the towns in return. The value of a common Canadian horse is about \$40; and of a good one \$60. The land titles have been extremely doubtful.

There is little encouragement to settlers, 12 per cent. is payable to the Seigneur, on sales of real estate, besides other heavy taxes of different descriptions. The landscape is unvarying; the inhabitants, as well as the soil, are poor; and there is nothing that deserves the name of a village. In many cases land of exactly the same description is worth from 10 to 15 shillings an acre on the Vermont and New-York side of the line, and only 1 shilling on the Canada side. We pass a house now and then, dignified by a tall pole or mast raised in front of it, which is a singular mark of distinction conceded to officers of militia, and usually adopted by those of the lowest grades.

The people appear very happy, and have healthy countenances, inclining to round faces and thick lips. Their aspect denotes a want of education, which is the real cause of the backward condition of society in Canada. They are all Catholics; and the churches seen here and there upon the road, are devoted to the service of the Romish church.

THE HALF-WAY HOUSE is generally stopped at only a few minutes. The land is divided in some places by ditches round the farms.

One of the most singular traits in the domestic arrangements of the Canadians, is building the oven not only out of doors, like the Dutch, but directly over the pig sty.

The mountain from which the city of Montreal

derived its name, and which rises immediately behind it, may be discovered at a great distance ; and the house of Mr. M'Tavish may be perceived, like a white spot, a little distance up its side.

Some time before reaching the river, you pass an extensive common, lying on the south side of the road, and then enter the town of

LAPRAIRIE. This is a large town, from which the steamboats cross several times a day, to Montreal, 9 miles. The place is built after the Canadian fashion ; and very few of the inhabitants speak English. The streets are narrow, the houses low, and nothing is to be seen worthy of particular notice, excepting a nunnery and the church. The nuns possess a large tract of land, nearly in the centre of the town, which is surrounded by a high wall ; and they devote their time to the care of the sick, and the education of girls.

Montreal is distinguished at the distance of 9 miles, by its thick mass of buildings, roofed with sheets of tin, and overtopped by church spires, shining with the same metal. Behind it rises a fine mountain, spotted with orchards ; on the right, down the St. Lawrence, is the fortified island of St. Helen ; and on the left, that of the Nuns, and several smaller ones at a distance, through which are seen the sheets of white foam caused by the rapids. The shores are low and perfectly flat in every direction ; which, with the wide expanse of water, gives an aspect of tiresome monotony and extension to the scene. Uniformity will be found characteristic of almost the whole voyage to Quebec.

The current of the river is extremely rapid,

particularly near those parts where the surface is broken by rocks ; but the steamboats are able to effect the passage with facility and in safety. It is impossible for any boat to go through the current without being borne rapidly down in some places ; and there is a part of the river near the middle, where the water is clear, and the rocks are easily seen on the bottom, as the boats glide on above them. In returning, the boats sometimes pass between two rocks, near the rapids, that on the east being under water. Here the river is much agitated, and sometimes throws the water on deck without any danger.

A large tinned roof in the city, on the left, with a small steeple, belongs to the convent of Gray Nuns ; further back is the Recollet church ; then the French Parish church, near which is seen the Great Cathedral. The English Episcopal church has a tall pyramidal spire ; and that which rises farther to the right, and near the shore, is the church of Bon-secours. From some places may be seen the top of Nelson's monument, with several other remarkable objects, particularly the barracks, on the right, behind the remnant of the old city wall.

MONTREAL.

Inns. Masonic Hall, at the north end of the city, with a piazza over the bank : Goodenough's, St. Paul's-street ; Mansion house, do. &c. These are all large houses, and porters will be found on the shore belonging to each, who will convey the luggage, and show the way.

The landing place is unpleasant, and the stranger may be struck with the narrowness of the

streets, the lowness and heavy aspect of the houses, which are of stone or plastered to resemble it. Montreal contains many fine buildings and other objects worthy of notice, together with a vicinity which in the warm season of the year is truly delightful.

Those who remain but a short time in this city, may easily pay a hasty visit to the principal objects of curiosity; and are recommended to take a walk through the two principal streets, and to notice the following buildings and places.

At the north end of St. Paul's-street are the Barracks. Above these are the Hospital and Public Baths. Just above the Masonic Hall is the French church of Bon-secours, which like the other Canadian religious buildings generally, is formed much on the plan of those in France. This is near the northern limit of Montreal, beyond which begins the Quebec suburb.

Masonic Hall, on the eastern side of the street.

Theatre, adjoining the Masonic Hall.

Market Place, and Nelson's Monument. Then follows a double row of shops. On the east side are several, which show articles of Indian manufacture for sale. These, however, had better be bought at the nunneries, if it is intended to visit them.

The Black Nuns' Garden, Convent, and Chapel, are on the west side of the street. The wall is very high. The porter at the gate will give admission and directions, but in French. Visitors are expected to purchase a few articles of nuns' or Indian manufacture. It is most agreeable to go in parties.

The New Cathedral and Old Parish Church are close by ; a short street leads to them, west.

THE NEW CATHEDRAL is probably the largest church in North America, except Mexico. It is partly copied from some of the European models of the 13th, 14th, and 15th centuries. It is of the plainest style that can bear the name of Gothic ; any exuberance of ornament being inconsistent with a climate so severe as that of Canada.

It is 255 feet long from west to east, and 134 feet wide. It was designed to have six quadrangular towers, each 200 feet high : 3 on each flank, and two at each end. The curtain, or space between the front towers is 73 feet by 119, and has parapets. There are 5 public entrances and 3 private to the first floor, and 4 to the galleries. The building can contain 10,000 persons, which number may assemble and disperse in a few minutes. The eastern window over the high altar is 32 by 64 feet, and is divided by shafts and mullions for stained glass. The groins of the ceiling are painted in fresco. The ceiling is 80 feet high, groined and partly supported by a double range of grouped columns, intersected by rails. The circuit of the edifice is 1125 feet.

There are to be 7 altars. The floor rises gradually from the entrance to the high altar. The house is to be warmed by heated air from stoves under the floor. The exterior is faced with hewn stone, from the mountain. A promenade 75 feet by 25, elevated more than 100 feet between the towers will command a noble view.

Goodenough's Hotel is on the west side, in a court yard.—Further on, a street on the opposite side brings you in sight of the

Grey Nuns' Convent, a large stone building, partly new, about 410 feet in length.

Mansion House Hotel, St. Paul's street, below an open square.

[*The Canal to Lachine* begins on the river shore, nearly against here.]

The *Seminary* (*La Seminaire de St. Sulpice*.) is an antique building, and contains a Catholic library of about 6000 volumes; but access to it is not very easily obtained. The Priests are the *Seigneurs* of the whole island of *Montréal*.

The *College* is a large building of stone, three stories high, erected in 1819 out of the funds of the "*Seminary*." It has a front of about 150 feet, with wings projecting in front and rear, which make the whole length about 220 feet. In order to guard against fire, there is scarcely any wood used in the construction; and large iron doors are hung in the passages in such a manner that, by shutting them, the whole building may be divided into three parts, each fire-proof.

It contains about 300 students, who are divided into 8 classes, to each of which is devoted a year, with the exception of the two last, which occupy but 6 months apiece; so that the whole course of instruction is finished in 7 years. Many of the pupils, however, leave the institution before completing the course.

The Chapel is in the south wing; and the rest of the building is divided into recitation rooms, and bed rooms, the former of which are hung with maps and religious pictures, and the latter supplied with crosses and fonts. Every thing is very plain in the furniture. The price of instruction is

about eighty dollars per year, and some of the pupils have allowances made them; particularly those designed for the Church, who assist in instruction by day, and study by night. There is a preparatory School connected with the College. One of the instructors always oversees the boys in their recreations.

Returning to the square, and entering another principal street running parallel to St. Paul's, you pass numerous respectable and some elegant dwellings, leaving the Parish Church and the new Cathedral on the east.

The *Wesleyan Chapel*. The *American Congregational*, and the *English Episcopal Churches* are passed on this side of the town.

The *Court House* is large, but old; and in the rear of it is

The *Parade*, a handsome piece of ground, with a walk, where the troops are drilled every morning, generally at ten o'clock.

The *Society of Natural History* have an interesting collection of animals, minerals, plants, &c. principally collected in the provinces.

A *House of Industry* has been established.

The *British and Canadian School Society* established Schools on the British system in Montreal, in Sept. 1822. It is supported by voluntary subscriptions.

There is a Lancasterian School of several hundred scholars, and an Episcopal School on Bell's system.

The Priests in Canada have begun to educate in self-defence. The schools provided for by government, are restricted to masters of the English

Church; and a considerable number of school-houses have been erected, but almost confined to the townships.

In 1829, there were, in Montreal, Quebec, and Three Rivers, 3 schools of royal institution, 2 colleges, 6 convents, 11 gratuitous schools, (containing 1214 pupils,) and 50 other schools.

In the country, there were 70 schools of royal institution, 4 colleges, and 14 mission schools.

ISLAND OF ST. HELEN, OR GRANT'S ISLAND, is a military position and depot. It is principally covered with trees; but has a beautiful garden behind the quarters of the officers; and a fine road winding round from the landing place, on the south end, (where are some remains of old works, and a new battery,) to a rocky eminence over the arsenal, which is opposite the northern quarter of the town. This rock is about 11 feet higher than the most elevated parts of the city; and the view from it is handsome, with a wild ravine just below.

The arsenal and storehouses form three buildings, with a narrow yard between them, about 125 feet in length. The batteries range on the river and town, and are furnished with neat barracks, a magazine, &c.

THE MOUNTAIN OF MONTREAL, offers an extensive and delightful view, and should by no means be forgotten by those who have an opportunity to undertake the excursion. It is better calculated to afford an idea of the country, as well as to delight the eye, than any other excursion which can be made. Yet it is recommended, if the traveller stays long enough, to take a ride or two in different directions, after having visited this favorite spot.

Capt. Partridge states its elevation at 676 feet above tide water.

There are three ways of reaching the summit of the mountain : *on foot*, by an intricate route from the southern part of the city ; *on horseback*, or *in a carriage*, to the ridge ; or round the north end to the rear. There is also a footpath up the north end. A private road turns off from the southern road on the ridge, passing through a gate. Heretofore the only good point of view has been from a rock above M'Tavish's house, whence a very steep path leads directly down. The country spread out to view on arriving at this commanding height, is a plain of such vast extent as to appear in many directions quite boundless. In fact, it stretches much farther than would be imagined ; for all the way to Quebec the river's banks present the same appearance.

The spectator faces the east. The side of the mountain, almost precipitous, is thickly covered with trees, which soon give place below to a smooth descent, chiefly devoted to pasturage, on the elevation of which stands M'Tavish's house. A beautiful display of cultivated fields succeeds on the level, divided by high palings, and scattered with a few houses. Below a moderate descent, which appears like an old bank of the river, gardens and dwellings begin to increase : and behind a succeeding one, of a similar description, are suburbs.

East, on the horizon, is Boucherville Mountain ; and over it Belœil Mountain. The plain country between the Sorel and St. Lawrence is divided into innumerable fields, with scattering houses. In the same direction is seen St. Helen's, or Grant's

Island ; and in a direction with the south end of it, the steeple of Bon-secour church. North of this are the Quebec suburbs, beginning near the barracks ; the Waterworks, and Baths. Nearer, are seen St. Louis and St. Lawrence suburbs.

S. S. East, on the opposite shore, La Prairie ; and nearly over it, the site of St. John's, which is not distinguishable. In a range with them, is Nuns' Island, and Nuns' Farm, the latter on this shore. The river is $3\frac{1}{2}$ miles wide. The suburbs on the south side of the city, are St. Antoine, Ricolet, St. Anne's, and St. Joseph's. Distant Mountains.

North. Bout de l'Isle, the extremity of Montreal Island, Pointe aux Trembles, and the village of Boucherville ; opposite which is Longueuil, and further down, Varennes, with a two-steepled church.

N. East, the view is boundless, with a succession of cultivated fields, which in the distance become quite undistinguishable

Road round the Mountain.—The road near the north end of the mountain is ornamented with many beautiful seats, and there are also some extensive manufactories. Behind it is a fine extent of cultivated ground.

Excursion to Lachine, 9 miles or 3 leagues. The river road is pleasantest ; giving a view of the Rapids, Nuns' and Heron Islands, the Indian village of Caughnawaga opposite, and crossing the *Lachine Canal*. At Lachine is a small house kept by an American. Crystals of axenite (carb. lime) were found in excavating the canal. The pebbles along the shore are the fragments of granite, while the black, or deep purple rocks which form the channel are limestone, lying in strata nearly horizontal.

The southern road to the Mountain, which crosses it at the less elevated part of the ridge, near the middle, leads through St. Joseph's suburbs, and afterward passes a number of fine country seats. The most remarkable are those of Mr. M'Gillivray, and the late Mr. Gregory, members of the old North-West Company, which has lately been converted into the Hudson's Bay Company. It engrossed the Indian trade for a vast distance up the lakes, and enriched many individuals, whose residences add materially to the appearance of the city and its environs.

The *Priests' Farm* is passed on the left, near the base of the mountain, and is a large tract of land, with an old building in the ancient European style, preserving many of the features of feudal days, with its projecting square towers, small windows, pointed roofs, and weather-beaten walls. The barns connected with it are very spacious.

The whole island of Montreal is a Seigneurie, in which the monks of Ricolet, as Seigneurs, have the right of a tax on every farm, on every purchase and sale of real estate, and many other privileges, vested in them by the king of France on the first settlement of the place. Circumstances have conspired to reduce and destroy many of these privileges, so that the annual income of the priests from this rich and valuable Seigneurie, though large, is very trivial, in comparison with its extent and fertility.

Col. Allen, with his detachment for the surprise of Montreal, in 1776, crossed the river from Longueuil; but Major Brown, not being able to land above the city as was intended, the former was ta-

ken prisoner by Gov. Carleton, after a sharp engagement, loaded with irons, and sent to England. Col. Warner afterward erected batteries on the shore at Longueuil, by which he drove back the governor when he attempted to land on his way to relieve St. John's.

The population of Montreal, by a census taken in 1835, was nearly 24,000; and 4 or 500 greater than that of Quebec.

[THE RIDEAU CANAL is to effect a navigable communication between Lake Ontario and the Ottawa river.]

Boats go from Montreal up the Grand River to the mouth of the Rideau, and the commencement of the canal, by the La Chine and Greenville canals.

Bytown is situated at the junction of the Rideau and Ottawa; 120 miles from Montreal, and 150 from Kingston. The Rideau received its French name from the beautiful cascade, like a white curtain, with which it descends 27 feet, into the Ottawa. North of the town the Ottawa is about a mile in breadth. It has a fall of 32 feet, and is diversified with numerous islands. Below the fall the water is very deep; and the *Rideau Canal* here descends to it down a narrow cleft in a precipitous bank by eight locks of fine stone work, ten feet lift. The canal, on gaining the eminence, passes through the village, and opens upon a large beaver meadow of 250 acres, which receives a branch canal from Lake Chaudiere on the Ottawa. A little south of the town is a mountainous ridge, through which the canal passes by a natural notch.

The *Great Ottawa Bridge* is an immense structure, of bold design and admirable workmanship.

The first two arches on the Lower Canada side, are each sixty feet span, and of stone, extending over the two channels on that side of the Kettle. Then follows a piece of wooden bridge, rising on trestles, which brings the traveller to an island, beyond which is a rapid and tumultuous current, called the Chaudiere Great Kettle. Over this an attempt was made, which was repeated in 1828 with success, to throw a magnificent arch, of 220 feet span. Two arches cross the smaller channels on the other side.

From the bridge a fine road had been opened in the upper province to the village. A wooden bridge on this road, 114 feet span, crosses a gulley.

Hull is opposite Bytown, connected with it by the great Ottawa Bridge. This township belongs to Philemon Wright, Esq. an American farmer of great affluence and experience. His settlement, called Wrightstown, is seen from Bytown, being situated at the Falls.

ROUTE FROM MONTREAL TO QUEBEC.

ROAD TO QUEBEC.—It is recommended to those who may find it convenient, to make arrangements for performing a part of the journey in this manner, either going or returning.

The country is indeed a dead level, but it is entirely reduced to cultivation, thickly populated, and furnished with good roads. The way lies along the very margin of the St. Lawrence, passing an almost uninterrupted succession of dwellings, and supplied with many comfortable and some good inns.

STEAMBOAT TO QUEBEC.—Leaving Montreal

in the steamboat, you pass under the Fort on St. Helen's Island, the steeples and cupolas of the city being seen nearly in the following order beginning at the south end; Gray Nuns', Ricolet Church, Black Nuns', New and Old Cathedrals, Episcopal Church, Nelson's Monument, Bonsecours Church. Near the last, on the shore, is the *Manoir Hotel*, then the Barracks, Waterworks, and *Hotel de la Ville*, beginning of the Quebec suburbs, the residences of Judge Reed and Mr. Malson, with terraced gardens towards the river, &c. A little below is Malson's Brewery, and the late Sir John Johnson's residence.

The following are the villages on the south bank of the St. Lawrence, on the way from Montreal to Quebec. The principal ones are described below, and the churches of most of them are visible from the steamboat: Laprairie, (200 houses,) Longueuil, Boucherville, (a church and 100 houses,) Varennes, (a church with three spires, 15 miles from Montreal,) Vercheres, Contrecoeur, *Sorel* or *William Henry*, Yamaska, (with a protestant church,) St. Francis, Baie St. Antoine, or Lefebvre, (the three last Seignories, on the shore of Lake St. Peter, invisible from the water) Nicolet, Gregoire, Becancour, (opposite Three Rivers,) Gentilly, Pierre les Becquets, Deschaillons, Lotbiniere, St. Croix, Antoine, Nicholas.

The following villages are on the north bank: Long Point, Pointe aux Trembles, Repentigny, Sulpice, (with many stores for produce, 24 miles from Montreal,) Lavaltrie, Lanoraye, Isle du Pas, (the church on an island, between Berthier and Sorel,) Berthier, Maskinonge, Riviere du Loup,

(with a large church with three steeples,) *Machiche*, *Pointe du Lac*, (the end of *Lake St. Peter*,) *Three Rivers*, *Cap de la Madeleine*, *Champlain*, *Batiscan*, *St. Anne*, *Grondines*, *Deschambault*, *Cap Sante*, *Belair* or *Les Ecureuils*, *Pointe aux Trembles*, *Augustin*.

Almost every view that can be taken from the city of *Quebec*, and around it, is fine: but it makes the best appearance from *Point Levi*, on the opposite side of the *St. Lawrence*.

The *Rapids of St. Mary* are between the island and these last-mentioned objects, and run with such rapidity that steamboats are sometimes obliged to be drawn up by cattle a little distance.

Pointe aux Trembles, 9 miles, (3 leagues.) Here is a nunnery, in which is a pretty large school for girls. There are two good inns in the place.

At this place it is recommended to the traveller by land, to make a deviation from the direct road along the river, if he finds it convenient, to see the delightful country between it and the town of *Assomption*. There is a beautiful road on each bank, varied with houses and trees. Return so as to strike the road near

Machiche is a pretty town, at the mouth of the *Riviere du Loup*, and has a very neat and comfortable inn, of the best Canadian stamp. Many French customs are still preserved by the unmixed inhabitants of the *St. Lawrence*, some of which are agreeable and interesting. At many of the inns, the traveller will receive the most kind and hospitable attentions, and will find great gratification in observing the handsome flower-gardens, as well as the neat arrangement of the furniture.

There is very little variety to be discovered in the natural surface of the ground, but the journey through this region presents almost an unvarying scene of cultivation and fertility. For a great part of the distance, there is a narrow strip of corn or potatoes between the road and the river's bank, to correspond with the fields which stretch off to such a distance on the other hand; and the variety of crops, and the occasional rows and clumps of trees, remove, in a good degree, the natural sameness of the landscape.

NAVIGATION AND TRADE OF THE ST. LAWRENCE, &c.—Steamboats are of the utmost importance on this great river, for they contribute extremely to the convenience and expedition of travelling, and render most valuable assistance to commerce. There are many steamboats constantly employed between Montreal and Quebec, most of them fitted to accommodate passengers, as well as to carry freight, and all provided with powerful engines. The principal article of export from Canada is lumber, a great deal of which is carried to Quebec in immense rafts, and then shipped for England. These rafts have usually a great number of sails to hoist in a fair wind; with huts to shelter the men from the weather, so that they have a very singular appearance, and at a little distance look like a fleet of sail boats.

The French Canadians appear, on acquaintance, to be an intelligent people. They certainly are amiable, cheerful, and gay, and their backwardness in improvements is attributable to the system under which they live. They are generally brought up in great ignorance, and they are taught

to dislike and avoid not only the Protestant principles, but protestants themselves. The author has the word of one of their priests for stating, that not more than one sixth of the population are ever taught to read or write. In New-England, as is well known, the law provides for the instruction of every child, without exception : and every child is actually instructed. Books and newspapers, therefore, lose their effect as well as their value among these people.

The "*Procedure*" of Canada is founded on the edict of Louis 14th, of 1667, and is the basis of the Civil Code. There were no lawyers before the conquest in 1759, when they were created ; and martial law prevailed from that time till 1774. The trial by jury was introduced in 1785 ; and the constitutional charter in 1791.

There are many signs of prosperity exhibited by the farmers between Montreal and Three Rivers, in the extension or erection of buildings. On each farm is usually to be seen about half an acre of Indian corn, which will furnish 18 or 20 bushels ; and it is the custom not to build fences, the cattle being kept from the land, and fed on weeds until the crops are off.

The houses are generally of one story, and are built of wood or stone, according to the nature of the country. Some of them are formed of squared timbers, and even of round logs ; but the latter are usually employed for the construction of barns only, which are often covered with thatch. The houses and barns are frequently composed of several small buildings, erected at different periods, according to the capacity or necessities of the Proprietors.

WILLIAM HENRY, OR SOREL, 45 miles, or 15 leagues, from Montreal. This town, containing about 2000 inhabitants, is one of the principal places between the two capitals. It is on the south side of the St. Lawrence, at the mouth of the Sorel, or Richelieu, in a very sandy situation; and contains nothing worthy of notice except a little old church, a palisadoed fort, and a neat little square, at the distance of a short walk, surrounded with several pretty white houses, a church, &c. a little in the New-England style. The fences are generally low, and afford the sight of gardens. The flowers which abound in the Canadian gardens are principally roses, carnations, sweet-williams, candidus, monthly roses (blossoming only a part of the year.)

The Government House stands about three-quarters of a mile beyond the town. It is a large red building, with barracks near it. The boat turns round on leaving Sorel, and returns to the St. Lawrence, the distant land beginning to have some elevation.

On the opposite point, Gen. Montgomery erected batteries on taking the place, in 1776, and prepared rafts and floating batteries, which maintained an engagement with the ships in which Gov. Carleton attempted to escape to Quebec, and drove him back towards Montreal. He afterward passed them in an open boat at night; but his vessels fell into the hands of the Americans.

Berthier is on the opposite side of the St. Lawrence, but out of sight, being behind several low islands. Some of the steamboats stop there instead of at Sorel. There is a ferry across.

LAKE ST. PETER. On entering this large tract of water, the shores at the opposite end appear like mere lines upon the horizon, the land being still so flat near the river as to seem hardly sufficient to prevent it from overflowing. A vessel at the opposite end appears like a mere speck, the length of the lake being 20 miles.

Pointe du Lac, or *Woodlands*, is seen on the northern shore, when nearly across; but it is situated beyond the lake. A ridge of high land continues on the north, following the course of the river.

Opposite *Woodlands* is *Nicolet*, 9 miles from *Three Rivers*. The place is large, and contains an English and a French church, together with a nunnery, and a college, founded by the Catholic bishop of Quebec.

THREE RIVERS, [*Trois Rivières*.] This is the largest town between Montreal and Quebec, and is 96 miles from the former, and 84 from the latter. The streets are generally straight, and regularly built, though narrow; and the houses, although neat, are only one or two stories high, with windows in the roofs, and being principally plastered, have rather a dark aspect, like those of Montreal. It contains shops of various sorts, and several inns of a decent appearance. The Nunnery is in the east part of the town, and has extensive grounds connected with it. The Chapel of the Convent has a number of pictures, of which the one on the right of the main altar is the best: *Magdalen weeping*. The Parish Church is in the south part of the town. Two large buildings, formerly the Court House and Jail, with the Nunnery, are the principal objects.

While the American forces were on the retreat from Quebec, in 1775, Gen. Sullivan sent Gen. Thompson down from Sorel to attack this place. He went down the right bank of Lake St. Peter, and landed 9 miles from the town; but being discovered and misled, he found Gen. Frazer drawn up in order of battle, while Gen. Nesbit was sent to cut off his retreat; and the battle, which immediately commenced, was short and disastrous to the assailants, who lost their commander, and many officers and soldiers, as prisoners, although they had few killed. After several hours we approach

Lotbiniere, a village on the south side of the river, known by its double-spired church. It stands on a steep bank, about 60 feet high, and marks the commencement of the Richelieu rapids.

The river here winds between broken banks, and the number of cottages is so great as to make the scene more animating. A few blue, but not lofty, mountains are seen down the river. The land traveller sees the villages of *St. Croix*, *Antoine* and *Nicholas*.

RAPIDS OF RICHELIEU. The river, which is about two miles wide, here runs with great velocity, particularly the first three miles; but the water is deep, and the surface unbroken, except near the shores, which are lined with innumerable loose round stones and rocks, extremely dangerous to vessels when they get among them. These rocks seem placed with much regularity, forming two ranges, and making the water appear as if it had a gradual swell from both sides to the middle of the river. Although the navigation of this

part of the St. Lawrence requires great skill and caution in other vessels, steamboats pass with security; yet, on account of the force of the current at ebb tide, even they are obliged to vary their hours of leaving Quebec, in such a way as to have the flood through the rapids. Vessels are often seen waiting at the bottom of the rapids for a change of tide, or for a steamboat to tow them up. The rapids extend about nine miles.

St. Antoine, on the south bank, is 18 miles (6 leagues) from Quebec. The mountain seen towards the northeast is that of Lorette, and the bank on that side makes a beautiful slope to the river, agreeably varied by cultivated fields, interrupted by occasional patches of woodland. The south shore continues high and nearly perpendicular, with innumerable cottages peeping over the brow.

Pointe aux Trembles, a village on the north shore. The river is of about the same breadth all along here, viz. about two miles, although it appears much narrower; the depth is about five fathoms, and the tide rises 14 or 15 feet. Notwithstanding the thickness of the population on the shores, the country is a wilderness only about four miles back, being comprehended in what is called the *King's Hunting Ground*, which extends from Three Rivers, 40 or 50 miles below this place.

Jacques Cartier, 30 miles from Quebec, is a village on the north side, at the mouth of the river of the same name, distinguished by the name of the first explorer of the river St. Lawrence. Here are the remains of the first church built in Canada.

Carouge Creek, on the north side. Here a pretty view opens, for a few minutes, into the interior, on the north shore, showing the Indian village of Lorette, at the distance of three or four miles; with an extent of beautiful land, and a range of fine mountains in the rear.

Chaudiere River is a little below, with a rock on the lower side, at its mouth.

Looking down the St. Lawrence, part of Point Levi is seen, covered with white buildings, one of which is the church. It is opposite Quebec, which remains for a considerable distance invisible. The banks rise to a greater and greater height, and present every variety of surface.

Sillery Cove is a mile below, above which was fought the final battle between the English and French, in 1759, after the capture of Quebec by General Wolfe, which completed the conquest of Canada.

Wolfe's Cove is behind the next point. This is the place where Wolfe landed in the night, and up the precipitous bank he climbed with his troops, afterward drawing up his cannon. Here Gen. Arnold afterward took up his troops, in 1775. There is a remarkable rock projecting from the bank, at the head of the cove, a little to the right of which is seen a road running up the hill, at the place where the troops went up, when there was nothing but a footpath. The spot is about a quarter of a mile west of a large yellow house above the bank.

Cape Diamond is an abrupt bluff, under the opposite side of which Quebec is situated. It is 343 feet high, and the fortified lines on its brow belong to the city walls, and the citadel, which is in-

cluded by them. The telegraph is raised on the *Cavaliers' Battery*, and the round buildings on the ridge are *Martello towers*, which serve as advanced works to the fortress. The opposite point is *Point Levi*; and the mountains of *St. Anne* and *Tourmente* appear many miles down the river.

General Montgomery was killed just at the base of *Cape Diamond*, in attacking a blockhouse on the shore, in 1776.

QUEBEC.

The *Lower Town* of Quebec begins near this spot, and stretches along at the foot of the rock, while the *Upper Town* soon begins to open to view above, though the principal part of it is on the top and the opposite side. The harbor requires a pier for its protection, on account of the extreme rapidity of the currents caused by the tide, and particularly the ice. The *Castle of St. Louis*, or the *Governor's House*, overhangs the precipice, being built on supporters; interrupting the city wall, which encloses the *Upper Town*. The new *Monument to Wolfe and Montcalm* is also visible from some points on the river.

But the current is too swift to allow much time for observation before arriving at the wharf, where the traveller will find servants in waiting from the principal public houses in the city: these are all in the *Upper Town*, the ascent to which is intricate as well as steep and laborious, so that the stranger will want their assistance as guides.

A book called the "Picture of Quebec" is recommended to the traveller.

The *Lower Town* is crowded and dirty, and contains no decent public houses. After three or

four turns, you begin to ascend Mountain-street, to a gate in the city wall, which is very massive, built in the old European style, of solid stone, with narrow passage ways for carriages and footmen, and a guard chamber above, with loop-holes for musketeers. On the right, after passing this gate, is a battery of heavy guns.

A walk to the Esplanade, in the highest part of the city, by the wall, is very delightful at morning or evening, as it commands a fine view; but Cape Diamond the finest of all.

It is recommended to the stranger to seize the first pleasant days to make excursions to the Falls of Montmorency, the village of Lorette, &c. which will be more particularly spoken of hereafter; and to set out as early in the morning as possible.

The walls of Quebec enclose the upper part of the hill, and a little of its declivity on the north side; but the space is so small that the buildings are extremely crowded, and the streets are as closely built as in the largest cities. Very few of the private houses present any thing remarkable, but there are many public buildings worthy of particular attention. Population, in 1825, about 22,000.

The French Parish Church stands on one side of the public square, facing the barracks, where is also the seminary. The church contains little that is remarkable, the whole interior appearing rather ordinary, and the pictures having little to boast of: the principal of them are a Holy Family, an Ascension, Crucifixion, Descent of Tongues, and Last Supper.

The *College* (founded in 1663,) which stands a little to the right in coming out of the church, is a large stone building in which a considerable number of youth are educated by priests, and may be distinguished in the city by wearing the long black gown, sash, and cornered cap, common to such institutions in Catholic countries. This building has four sides, three of which are more than 210 feet long, 40 wide, and 3 stories high; and the fourth 150 feet long, of 4 stories. The garden wall around it encloses about 7 acres. The professors reside in the building.

The Chapel of the Seminary, which stands a little left from the principal gate, contains the best collection of pictures, it is said, in all Canada: beginning on the right hand near the door, is a picture of the Virgin Mary attended by Angels, &c.; in the first chapel on that side is a picture of the Crucifixion, over the altar; on the right, the Baptism of the Ethiopean, John's Baptism, St. John; on the left, a portrait, St. Peter receiving the keys, infant Saviour, Devotees, &c. on the church wall, next is a good picture unknown, then the Ascension, and Interment of the Saviour; and over the high altar, a Holy Family, and Dove descending; what appears to be some priest's dream; on the left side, is the Descent of Tongues, and an Angel visiting St. Peter in prison, good; over the altar in the remaining chapel, is the Baptism in the Wilderness, with a number of poor pictures; and in the church are an Evangelist, Wise Men presenting gifts, &c.

In two gilt boxes, one on each side of the high altar, are two skulls, with several human bones,

placed against red silk, which are regarded with superstitious reverence, as holy and perhaps miraculous relics; a lamp is kept constantly burning under that on the left hand.

The Barracks are in a large stone building opposite the church, which was formerly the Jesuits' College: it is three and four stories high, about 200 feet long. Here are quartered most of the troops which garrison the city; they have heretofore consisted of two regiments of infantry, two companies of artillery, and one of sappers and miners. The *Exchange*, a new edifice, contains a *Reading Room*.

Convents. There are two convents in Quebec; one of them has about 40 *Ursulines*, who have a large convent and church near the prison, in the west part of the city, and keep a large school for girls. The other convent is lower down, and contains an hospital for diseases of the lighter kinds; while the most serious and severe are treated at the nunnery near the St. Charles's River, about $1\frac{1}{2}$ miles above the town. These institutions, however, are not now open to visitors as they formerly were; at least it is generally impossible to gain access to them.

The Parliament House extends from Prescott gate, in Mountain-street, nearly 300 feet, of somewhat irregular form. It was originally the residence of the Bishop, who now resides in the east end of the Seminary. The House of Assembly occupies a room 35 feet by 65, formerly a chapel; and near it are the Speaker's room and the Library, while other apartments are offices, &c. The *Legislative Council* occupy the third story.

The *Public Offices* are at the corner of Fort-street and the Place d'Armes. Above is the Museum of the Literary and Historical Society, which is worthy of a visit. It contains some of the original journals of the British House of Commons under Charles 1st, said to have been brought to New-England by Goffe and Whalley.

The *Public Warehouse*, on the King's Wharf, is 250 feet in length.

The *Statue of Gen. Wolfe*, of wood, is at the corner of Palace and John-streets, and is said to resemble him very strongly.

Gen. Montcalm's House is on the battery, towards Palace Gate,

The *Hotel Dieu* is a hospital for the sick poor, under the care of nuns. The grounds, (12 acres,) extend from Couillard st. where is the burying ground, to Palace st. It was founded in 1637, and has liberal funds, but relieves so many, particularly emigrants, that the provincial parliament render it assistance. The building for the sick is on the north side, and in it reside the Superior and about 35 nuns. The church may be visited with permission of the Chaplain, and contains the following pictures: the Nativity, by Stella; Virgin and Child, by Coypel; Vision of Therese; and Bruneau in Meditation. In the Chaplain's room is a picture representing the tortures inflicted on Brebeuf and Tallemant, two priests of the Chapel at Three Rivers, who were captured and killed by the Indians.

The General Hospital a mile out of the city, on Charles River, was founded by the Bishop in 1693. It is 230 ft. by 33, with a wing, 120 by 50. It is

under the care of the Superior of the convent, and about 45 nuns. There is a separate building for the insane. The church contains some copies of pictures in the city churches. The funds are derived from parliamentary appropriations, lands and the labor of the nuns in ornamental work.

The *Arsenal* is near the palace gate, and contains about 100,000 stand of arms, arranged with great regularity.

The monument to Wolfe and Montcalm, opposite, and in front of the Governor's Gardens, bears this inscription: "*Mortem virtus communem ; famam historia ; monumentum posteritas dedit.*"

Schools.—There are in the city the Royal Grammar school, the school of Ursuline Nuns, the National school, that of the Education Society, and the British and Canadian School Society, which is Lancasterian.

The Protestant Burying Ground is on Main street, in St. John's Suburbs, $\frac{1}{4}$ m: from the gate.

The *Castle of St. Louis*, about 160 feet by 45, with wings, makes a less imposing appearance than when seen from the water. The street beyond commands a fine view : and there are several beautiful terraced gardens formed on the steep side of the rock, 200 feet high, almost overhanging the buildings in the lower town. It is the residence of the governor of the Province of Lower Canada.

The fortifications of the city on the land side are strong, and worthy of particular attention ; as before remarked, they may be examined with interest by taking a walk in that direction, in the morning or evening.

St. Louis's Gate is the highest city gate, and the

street of the same name conducts to it ; this leads to the famous Plains of Abraham. The monuments to Wolfe and Montcalm will be erected in the Upper Garden.

The Esplanade Battery lies between St. Louis and St. John's gates, and contains 12 cannon and 4 mortars, with magazines built where they could not be injured by an enemy's shot. The ground slopes in such a manner as to expose a large extent of country to view ; the fine fertile plain beyond St. Charles's River, the beautiful ridge of lands beyond, with the villages of Lorette, Charlebourg, and others ; the St. Lawrence on the right, with Point Levi, the Isle of Orleans, and the fine ranges of distant mountains. The mouth of the Montmorency can easily be discerned, on the left bank of the St. Lawrence, about 9 miles from the city ; that is the spot where the falls are to be seen, and the battle ground where Gen. Wolfe made an unsuccessful attack on the French Gen. Dieskau, before the capture of the city.

Mounting to the parapet near the gate of St. Louis, the plan of the defences may be in part discerned, even by an unpractised eye ; and by descending and passing through the gate, the strength of the place will be better understood. The walls of the city, the bastions, and other works, are from 20 to 30 feet in height, and formed of stone. The path is made to turn several abrupt angles, in order to expose the approach to raking fires. In coming towards the gate from the country, at the first angle, the stranger is brought to face 8 cannon, placed in two rows, at the second angle 2, and at the third 2 ; at the fourth he sees 3 on the right

and 3 on the left ; and at the fifth finds himself in front of the gate, which has a gun on its top. The gate is of very heavy and durable masonry, and the passage through it is a dark arched way, about 55 feet long ; it is closed by two heavy doors, with wickets so placed as not to face each other.

Near the Hospital is part of the old French wall, about 50 feet high, which contains gentlemen's gardens.

THE CITADEL,

on Cape Diamond, is designed for a place of impregnable strength. It has been gradually progressing for a number of years. Admission may be usually obtained by application to the proper officers. The British government intended to devote 5000*l.* per annum on these works.

Most of the works are new, though some parts of the old have been made to serve. They include five or six acres, on the very summit of Cape Diamond, and extend to the verge of the precipice, 348 feet above the St. Lawrence. There are to be four bastions and one demi-bastion, a ravelin, in advance of the western bastion, and other out-works, and the whole will enclose 40 or 50 acres. The walls are about 40 feet high, and built perpendicularly, of fine heven stone : the ditch being blasted out of the solid rock, and about 50 feet wide.

The Casemates. Entering the gates and passing behind the wall, a continued line of large rooms is discovered following the wall, built of substantial brick work, and bomb-proof. These Casemates are about 50 feet long, 20 wide, and 16 or 18 high, each to be lighted by a door and two small windows, looking inward, and pierced at the other side,

with five loop holes each, for musketry. These loop holes are on the new plan, narrow inside, and opening with steps faced with iron, to prevent musket shot from glancing in. There are to be about 40 casemates towards the land side, the natural defence of the precipice over the water being sufficiently strong to prevent the attempts of an enemy in that direction. The casemates will communicate with each other by folding doors, which may be thrown open the whole length of the bomb-proofs, and will then furnish space for the whole garrison (from 3000 to 5000 men) to parade at once.

The *Subterranean Passage* leads from a little staircase in the bastion next east of the gate, under the ditch, to a small out-work with two or three casemated rooms. The stairs are so narrow as to admit only one person at a time, and are constructed in a spiral form, and in the neatest manner. The passage, which is about 130 feet long, has also two branches where guards might be placed to prevent intrusion. The cooking rooms, for part of the garrison, are near the second bastion; and over the whole are to be mounted large cannon.

Brock's Battery, a work of wood and earth, raised during the late war with the United States, is to be partly retained and converted into a Cavalier's Battery. This, as well as the magazines, barracks, officer's quarters, &c. is within the works; and at the corner next the river and town, is the old Cavalier's Battery, a very heavy stone building, originally erected for the palace of the French governors of Quebec: below it, at the water's edge, Gen. Montgomery was killed. It

has dark vaults, the walls are six feet thick, near the ground, and from the Telegraph on the top is one of the finest views that can be imagined : the broad surface of the St. Lawrence lies below, and stretches off far to the right and left ; the whole city of Quebec is crowded together almost beneath you, while Point Levi, with its white buildings, is seen opposite, with a long stretch of lofty shores. Turning the eye in the opposite direction, the beautiful ridge of land, which begins many miles down the river on the northern side, and rises with a gentle swell from the shore, covered with the richest and most varied display of cultivation, offers a most delightful view over an extensive and fertile region, beautiful in form, divided into innumerable portions, cultivated by a dense and industrious population, and scattered with their clustered dwellings. On the left appears, among other villages, that of Lorette, with the Montreal road for nine miles almost lined with houses ; and on the right that of Beaufort, occupying the ridge of the high ground, while a little beyond it is the chasm into which the River Montmorency plunges, with its famous cataract, just before it joins the St. Lawrence. All the horizon in that direction, and indeed from the west to the north, and quite to the east, is broken by ranges of fine mountains, some of them near and bold ; and in other places, between them, distant blue ridges are disclosed, three, four, or five in succession. Tsononthuan Mountain, which has two summits and is 2000 feet high in the north-west, is the southern extreme of the granite range reaching from the Labrador coast to Lake Superior. In the south and south-west.

where an aperture is left, is a distant and lower range, scattered with cottages. It may, perhaps, not be hazarding too much to say, that no scene in Canada, or the United States, can boast of a combination of objects comparable in variety and magnificence to those here presented to view.

Cape Diamond derives its name from the beautiful little rock-crystals, which are found in veins of white crystalized limestone, disseminated in the black limestone blasted out for the works. The quartz stones used in the walls are very fine, and are brought from three miles above the city. Of those prepared for corner stones of a bastion, near the old governor's house, are homogeneous masses of granular quartz, weighing $1\frac{1}{2}$ or two tons, or even more. Some of the crystals are perfect and brilliant, though small.

There is a long staircase of about 600 steps, leading from this elevated position down to the Lower Town, and an inclined plane, about 500 ft. long, to raise heavy articles.

THE PLAINS OF ABRAHAM.

This interesting tract of ground, the field where Gen. Wolfe succeeded, by a bold and decisive blow, in capturing the city of Quebec in 1759, lies at only about the distance of a mile, and should not be neglected. Indeed it would be found amply to repay the trouble, to make a much longer excursion in that direction, as the road is fine and the country interesting.*

* After the battle of Montmorency, while the English fleet lay up the river, at one o'clock in the night of September 12th, 1759. Gen. Wolfe quietly transported his troops from the fleet into the boats, and cautiously passed down the river. He intended to land two or three miles above Cape Diamond, and get possession of the Heights of Abraham: but was

Passing out at St. Louis's Gate, you observe a number of handsome dwellings and gardens, until you get some distance beyond the towers, when you turn into the Race Course on the left side of the road. The foundation of a monument to Wolfe and Montcalm was laid in the city in 1827. The spot where Gen. Wolfe fell is near the corner of the fenced field, off towards the river. A little east of the place, is the remnant of a breastwork, with several angles, marked out by bushes, and commanding a fine view. The British line was first formed across the plain, and ran near the house by the road, and the battle was fought principally on that ground.

The Plains of Abraham are about a quarter of a mile in breadth, extending a great distance towards the west, with a gentle slope on each side, and so smooth as to offer an admirable field for the manœuvring and display of troops. From the old breastwork, not only this ground is over-

drifted down so rapidly that he passed the place without discovering it, and then resolved to attempt a landing at Wolfe's Cove, just above the city. The shore is bold, and the rocks so high and steep, that only a few sentinels were posted along the precipices and the margin. This desperate enterprise, however, did not discourage the leader or his troops; but an hour before daybreak they had effected their landing, and commenced the arduous ascent, by a narrow, broken path, at the top of which was stationed a captain's guard. As fast as the English reached the summit they formed on the level plain.

At ten o'clock Montcalm arrived from above, and a battle was fought, which decided the fate of Canada. Montcalm stationed 1500 sharpshooters in front, but the British coolly stood their ground till the French were within 40 yards, when they opened their fire, and soon afterward terminated the engagement with their bayonets. The place where the greatest carnage was made, is near the river's bank, where the English left was closely engaged with the French right. The action lasted two hours, and in it both chiefs received their mortal wounds. Gen. Wolfe was shot in two or three places. When hardly any signs of life remained, news was brought that the day had declared for the British; "Then," said he, "I die content."

looked, but the shipping in Wolfe's Cove, the opposite shore, the river to the next turn, &c. The spot appears, indeed, inferior in elevation only to Cape Diamond and the middle tower.

WOLFE'S COVE is about a mile further west, or half a mile beyond the large house seen near the river's bank. A branch of the road leads off to it from the left, and descends to the shore by a passage cut out long since the time of Gen. Wolfe, as the cove is now a great deposite for lumber. The course which he followed up the bank, lay along the channel of a little brook, which leads off to the right, while the road goes straight up the bank.

SIEGE OF QUEBEC IN 1775. The scenes we have thus briefly recalled are not the only ones of a military character of which this commanding and delightful plain has been the theatre.

In 1775, soon after the commencement of the Revolution, the Continental Congress prepared an expedition against Canada. It consisted of two divisions: one under Gen. Montgomery came down Lake Champlain and took St. John's, Chambly, Sorel, Three Rivers, and then proceeded down the St. Lawrence to this place. The other, under Gen. Arnold, took the route through the wilderness of Maine for Quebec.

Arnold had 10 companies of infantry, besides 3 of riflemen, and one of artillery, with a few volunteers. They proceeded up the Kennebeck, but suffered so much from fatigue and scarcity that many fell sick, and one division returned. The remainder, however, reached Point Levi on the 9th of November, and alarmed the city. The bat-

teaux had been removed, and the strong wind detained them from crossing, after they had been supplied by the Canadians. The English frigate *Lizard* and several other vessels were also in the river. He at length, however, effected a landing a little above Wolfe's Cove, and marching down the shore climbed up the rocks at that place, and surrounded the city without effect. He then retired 20 miles to Point aux Trembles, and waited for Gen. Montgomery, who arrived, after great trials, Dec. 1st, with about 300 men.

The two generals afterward marched to Quebec and planting their mortars on the snow and ice, fired into the town with little effect. The small pox broke out, and the cold was severe; but the town was attacked at four points at once, in a snow storm, without success. Montgomery was killed, on the shore, about 100 yards from the foot of the railway, under Cape Diamond. One detachment was taken, and Arnold retired three miles and intrenched himself.

THE FALLS OF MONTMORENCY. Hire a coach, a gig, a caleche or a saddle horse, and set out, if possible, early in the morning. In a caleche, you will have the advantage of a guide in your driver. Pass through the Palace gate and a village divided from Quebec only by the wall, cross the bridge over St. Charles's River, which forms a regular serpentine, and enter the beautiful cultivated plain beyond. A Convent and hospital are seen about a mile on the left, and a handsome succession of fields is observed on both sides, divided by low palings. At the distance of a mile and a half the road passes several country houses.

Riding down the coast, at a considerable elevation from the river, many fine views are presented of the opposite banks, the isle of Orleans, the mountains of St. Anne and Tourmente down the river. The dwellings are small, and the inhabitants poor and numerous. The channel south of the isle of Orleans is the only one used by ships for some years past, but the northern has been surveyed recently. The latter is that by which Admiral Saguenay's fleet came up with Wolfe's army.

Beaufort is a village principally composed of such buildings, stretching for a great distance along the road.

On approaching the Montmorency, the road turns to the left, and then to the right, on an extensive, smooth, and gradual ascent, part of which was the field of a bloody slaughter, suffered by a division of Gen. Wolfe's army, in 1759, a short time previous to his battle on the Heights of Abraham. The position of the armies will be more easily understood on reaching the opposite side of the river; it is therefore sufficient to remark here, that the French lines were bounded by the nearer bank, as the remains of their intrenchments on the left still testify; and that the British came up from the shore of the St. Lawrence on the right, to attack two of their nearest batteries, before the second of which they were cut to pieces.

Dismounting in a little wood and fastening the horses, you may proceed along the precipitous bank of the Montmorency, by a footpath, to see the falls from this side. As it is a difficult way, and the view more fine and unobstructed from the

opposite side, it is hardly worth the trouble, unless you have plenty of time. You have to clamber rocks, pass down a long ladder, and stand on the verge of an abyss into which the cataract dashes. Water is drawn off here in a wooden race, for the supply of Mr. Patterson's great saw-mills, which are worthy of being visited.

It is better, therefore, to follow the road on foot, to cross the bridge (where you pay a *sous*,) and entering the fields on the right, follow down the course of the river. There are several fine points of view, from which the falls appear to great advantage; but on account of the height and steepness of the banks, it is necessary to descend towards the St. Lawrence, and then return by the margin, to obtain a sight of them from below.

On the fine elevated point formed by the junction of the two rivers, and commanding an unobstructed view upon the St. Lawrence for many miles up and down, with several lofty mountains below, the isle of Orleans opposite, Quebec above, and the cataract close at hand, the British here took a strong position in July, 1759; and from this place made a bold, but unsuccessful attempt against their enemies on the opposite side. The remains of their intrenchments are plainly visible under our feet. The natural and artificial strength of the city combined, was enough, even in those days, to discourage any attempt against it from the water; and in order to prevent an approach by land, the French occupied two strong positions at a distance above and below it: the former at Sillery River, the other at the Montmorency. Wolfe here made a first, but unsuccessful attempt; and afterward, by

a still more desperate blow, accomplished his wishes at the Plains of Abraham. For an account of the battle of Montmorency, we refer to the note.* The best view of the cataract is to be enjoyed from the spur of the rock, which projects from the eastern shore ; but the spray, which keeps the surface covered with a coat of green, will drench the clothes in a few minutes.

The height of the fall is said to be 240 feet ; and the banks on both sides below form a precipitous and frightful precipice, of rather a curving form, of bare, sharp, slaty rock, whose strata incline from north to south, and the perpendicular veins run nearly N. W. and S. E. At low water the Montmorency may be forded, with some caution, where it was passed by the British troops ; but the tide rises fast and high.

* BATTLE OF MONTMORENCY.

When Gen. Wolfe came to operate against Quebec in June, 1759, he posted his army on the island of Orleans while the fleet blockaded the port. At the end of that month General Monckton was sent over to Point Levi, and established himself there, whence he was able to fire upon the city. Above the river Montmorency, the landing was protected by the Marquis de Montcalm. Gen. Wolfe landed his troops at the mouth of the Montmorency during the night of July 31st, and erected a battery on the precipice north-east of the falls, the remains of which are to be seen. The French were intrenched along the opposite bank ; and on the 31st of July, Gen. Wolfe sent his troops to ford the Montmorency below the falls, to storm their works. Some of Gen. Monckton's force from Point Levi in crossing with boats got aground, and difficulty ensued ; but the landing was made in the afternoon on the beach to the right of the saw-mills. (The navigator, Capt. Cook, piloted these boats.) They came however, too late : for the thirteen grenadier companies, with 200 Americans, who had landed before, refused to wait or to form, as had been intended, in four columns, but marched tumultuously round the rock, and rushed up hill in a mass towards the French works, at some distance back from the old redoubt on the point, which had been deserted. A warm fire however was directed against them, which cut down about 500 men, and they were obliged to retreat to the redoubt, whence they were ordered back to the beach to form. The enterprise was then interrupted by a severe storm, and finally abandoned.

ROUTE FROM QUEBEC TO BOSTON.

THE VILLAGE OF LORETTE may be taken in the way returning from Montmorency, if there should be time enough remaining (which is barely possible,) and the ride along the high ridge leading in that direction, will be found delightful. Lorette is an Indian village, with a Catholic church, and the stranger may furnish himself with moccasins, belts, pipes, &c.

Route from Quebec to Boston. It is proposed, by the state of Maine, to open a road from Hallowell up the course of the Kennebeck river, to the Canada line near Quebec. There is a communication kept up to some extent between the two places, and considerable numbers of cattle are driven every year that way; but for a great distance it is necessary to pass through a wilderness, and in consequence of the want of inhabitants, there is no shelter to be found for man or beast, for several days' journeys. The names and distances of the principal places on this wild and unfrequented route, are given below. When the proposed road shall have been opened, it will be found a convenient way to New-England, for those who do not wish to return by Montreal, and will become peopled and frequently travelled. This is the route by which Gen. Arnold approached Quebec in 1775.

Quebec to the Chaudiere, or			
Riviere du Loup	.	.	60 miles.
Moose River	.	.	37 97
Forks of the Kennebeck	.	.	24 121
Upper settlement on do.	.	.	12 133
Hallowell	.	.	67 200
Boston	.	.	170 370

Another route *along the Penobscot* is also to be surveyed by the authority of the state of Maine.

Land route from Quebec to Montreal. Upper road. (The pleasanter.) 1st post Lorette, 16 miles; 2d. Jacques Cartier, 16; 3d. Deschambeaux, 16; 4th. St. Anne, 16; 5th. Baticamp, 8; 6th. Champlain, 9; 7th. Aux Cayes, 8; 8th. Trois Rivières, 6.

Lower road. 1st. post, Cape Rouge, 9 miles; 2d. St. Augustine, 9; 3d. Point aux Trembles, 8; 4th. Ecureil, 9; 5th. Cape Sante, 9. (Garneau's inn, called "*the Three Sisters*," is excellent.) 6th. Deschambeaux, &c. 8.

Under the administration of Gov. Craig, in Canada, a road was opened between this province and the present territory of Maine; and the inhabitants of the states continuing it, a stage coach actually ran from Quebec to Boston, which is 270 miles distant. It was afterward neglected; and the road became so much overgrown, that it would require clearing again to be useful.

ROUTE FROM QUEBEC TO MONTREAL.

Leaving the dock, you pass under Cape Diamond, nearly at the foot of which *General Montgomery* was killed in 1775.

Wolfe's Cove is about a mile beyond. See page 196.

For the other places along the St. Lawrence, see the map, and the notices of them in the route from Montreal to Quebec.

CHAMBLY, 15 m. from Montreal, is a small village. Near the middle of it stands the old fort, on a point, surrounded by a ditch. It is an old square building, perhaps 180 feet on each side,

with bastions at the corners, but incapable of withstanding heavy cannon. This fort was taken by Majors Brown and Livingston, in 1755, who were sent out with a strong detachment by Gen. Montgomery, while he was besieging St. John's. The garrison, being very feeble, surrendered.

PASSAGE FROM ST. JOHN'S TO WHITEHALL.

St. John's. Isle aux Noix, 10 miles; Rouse's Point, 11; Chazy, 12; Plattsburgh, 15; Port Kent, 8; Burlington, 10; Charlotte, Essex, 15; Port Clinton, 10; Dalliba's Works, Port Henry, 9; Chimney Point, 12; Ticonderoga, 15; Whitehall, 25.

For the principal places on the lake, see the Index.

At the time when Gen. St. Clair evacuated Ticonderoga, in 1777, the following arrangements were made for retreat. The baggage, hospital furniture, sick, park of artillery, stores, and provisions, embarked under Colonel Long, under strong convoy, in 200 batteaux and five armed galleys. The main army went via Castleton, with St. Clair at the head and Col. Francis in the rear, and the general rendezvous was at Skeenesborough (Whitehall.) A house which took fire on Mount Independence attracted the attention of the British, who soon began the pursuit. Gen. Frazer, with grenadiers and light troops, with Reidesel behind him, followed by land; while Burgoyne cut through the boom and bridge, and sailed up Wood Creek. His gun-boats and ships overtook the American flotilla, took two galleys, blew up three, and the Americans set fire to the rest and fled on to Fort Anne.

On leaving Ticonderoga, the lake soon becomes much narrower. At about nine miles distance, the *Scotch Farms* are seen on the western shore. They are in the township of Putnam, and present an aspect less wild than most of the surrounding scenes.

Looking back on Ticonderoga from this place, Mount Defiance appears at about nine miles distance. It descends on the left to the Scotch Farms, which are principally cleared land, and is a good landmark. Beyond it is another mountain sloping like it. Ticonderoga here appears to close up the passage of the lake, with Sword's Point on the left.

THE FOUR CHANNELS. Fourteen miles from Whitehall, the lake suddenly contracts itself into four narrow passages, between two ranges of mountains, and its bed, at low water, appears almost entirely occupied by a little meadow of the brightest green, through which the channels wind with beautiful serpentine. The rocky points on both sides seem as if forcibly parted by an earthquake.

Some distance beyond, where the creek enters a small tract of level ground, it passes between two remarkable rocks, with precipitous banks like walls, about 50 feet high, like great natural bastions erected to guard the straits.

SOUTH BAY opens to the south, five miles between high mountains. Here the creek takes a sudden turn to the east, communicating with the bay by a little channel sometimes scarcely 20 yards across. General Dieskau took this route with his army, in going towards Fort Edward, in 1755.

Deer are sometimes seen here in passing. On the eastern side of the bay, on the mountain, is a natural ice-house about four miles off.

The Devil's Pulpit is a singular cavity in the face of a bare precipice on the eastern side of the creek, at a considerable elevation, in the form of a wedge, and so regular as to seem a work of art, although probably made by the falling of a mass of the rock.

Distant mountains open to the view in front, as we proceed.

The Elbow is a narrow part of the creek, with two short turns, through which the passage requires a very exact helm.

East Bay strikes off at the first bend, and makes up five miles, along a romantic country. A sugar-loaf hill will be observed at a little distance on the right, which rises above Whitehall, and makes the approach to that place quite picturesque.

WHITEHALL. On the top of a rock over the harbor was formerly a battery, and in the town a blockhouse. Numerous boats and great quantities of lumber are usually seen here, as the *Champlain* or *Northern* canal begins at the bridge, where are two locks, with a sluiceway, and a rocky channel.

The heights at this place were occupied by *Burgoyne's* right wing, while he was preparing to march towards *Saratoga*; his centre was formed by *Gen. Frazer*; the *Brunswickers*, on the left, rested on the river of *Castleton*; and the *Hessians* were at the head of *East Bay*.

Roads.—Stage coaches go south, on the arrival

of the steamboat in two directions: one on each side of Wood Creek and the Hudson river. That on the west side is recommended to those who are going directly on to Albany, as it passes along the route of the Champlain canal, by the "Surrender Ground," and near the "Battle Ground of Bemis's Heights." Coaches also go to the Springs.

There is a ROAD TO BOSTON, 178 m., through Walpole:

TO ALBANY, *on the eastern side of the Hudson*, 79 m. West Granville, 11 miles; East Granville,* 3; Hebron, 9; Salem, 8; Cambridge, 16; Pittstown, 13; Lansingburgh, 10; Troy, 3; Albany, 6.

TO ALBANY, *on the west side of the Hudson*, 68 m. Fort Anne, 12; Fort Edward, 9. *Here a coach passes to Saratoga Springs.* Fort Miller, 8; Schuylersville, 6; British Lines, 7. Passing *Bemis's Heights*, Stillwater, 8; Borough, 3; Waterford, 8½; New Mohawk Bridge, 1.

The road accompanies the course of Wood Creek, which is dammed and used for a canal, to which its narrowness and depth give it a strong resemblance. This creek is famous in the history of the operations in this region during the Revolutionary and French wars; and after repeated exertions to clear it of the logs, &c., by which it

* *Saddle Mountain*, whose lofty ridge will be seen from almost every point in this vicinity, is said to be 4,000 feet above the ocean, and 2,600 feet higher than the site of Williams' College. It derives its name from its resemblance to a riding saddle. Snow lies late upon its top, where the climate is so cold as to admit only a stunted growth to the spruce, yellow birch, beech, fir, mountain ash, and other trees which are there to be found. Vegetation is there more than a month behind the valleys below. An excursion to the summit is not very difficult, and affords fine views. The Catskill, Watchusett, Monadnoc, and Mount Holyoke are visible.

was obstructed; it bore the troops sent against Canada, &c., which often passed by this route, from the days of Queen Anne. The scenery is agreeable, though rough; and there is little cultivation off the road.

Half a mile north of the village of Fort Anne, Wood Creek makes an elbow to a ledge of rocks, so near that there is but little space for the road between. Here Col. Starry was overtaken, in the retreat from Ticanderoga, in 1777, by Burgoyne's troops, and an engagement took place. A little south, on the brow of the hill, a quarter of a mile from the stage house, stood Fort Anne, in the Revolution.

The old fort of the same name, built many years previously, and known in the French war, was about half a mile south of the village, on a gentle eminence a little east of the road, where some remains of the old intrenchments are still to be seen.

The remains of *Burgoyne's Road* begin about two miles south of Fort Anne, at the foot of a hill, and are traced about three-fourths of a mile, near the present road to a wood. It was formed of logs, and found necessary, to render the country passable with his cannons and baggage wagons. The labor necessary for its formation, superadded to that of clearing Wood Creek of the obstructions which Gen. Schuyler had thrown into it after the retreat of the Americans, was one great cause of the delay of the British army, on this part of the road.

French Mountain opens to view a little beyond in the N. W. with a succession of high grounds in the direction of South Bay, Lake George, &c.

About half a mile above Fort Edward, stands an old tree, which marks the place where was perpetrated THE MURDER OF Miss McCRAE, of Fort Edward. In the Revolutionary war, a young man named Jones, to whom she was betrothed, was invested with a captain's command in Gen. Burgoyne's army. After the retreat of the Americans from the lake, he sent a party of Indians to Fort Edward to bring his intended bride to him. She was very unwilling to proceed with her savage conductors on the road towards Fort Anne; and had gone only half a mile when the Indians stopped to drink at a spring which still flows by the way side. While here they were met by another party of Indians despatched to hasten them on. Those who came last attempted to take her under their charge; but the others, being determined not to give her up alive, bound her to a tree and shot her dead with their muskets. Locks of her hair were borne to her lover to prove that the Indians had performed what they considered their duty to their employer.

This story rang through the country; and it was reported that Gen. Burgoyne encouraged, or, at least, permitted the murder. In indignant terms he denied the charge; and there appears no probability that he had the least knowledge of it. He, however, was justly chargeable with a great offence against humanity, in bringing tribes of savages in his train, whose barbarity he could never be sure of restraining.

FORT EDWARD. This village is in the neighborhood of a fort raised during the war of 1755, for the defence of this point of the river. It was first

called Fort Lyman, after General Lyman, of whom we have already had occasion to make honorable mention at Lake George. This spot was formerly called the First Carrying Place, being the point where, in the expeditions against Canada, the troops, stores, &c., were landed and taken to Wood Creek, a distance of 12 miles, where they were again embarked.

BAKER'S FALLS, at Sandy Hill, are worthy of particular attention, and are seen to great advantage from some parts of the bank. The whole descent of the river at this place is about 75 feet.

FORT MILLER. The village still retains the name of a fort erected on the west side of the river, in former times. It was a work of insignificant size, situated on the bank, and near

MILLER'S FALLS. The descent of the river here is rapid, and over a broken channel. The falls were formerly considered impassable with safety, until Gen. Putnam performed the descent, while stationed at Fort Miller, in the French war.

THE GREAT DAM. Above Fort Edward, a large and expensive dam, 900 feet long, has been built across the river, and a canal cut along the bank to open a passage for boats.

TOUR OF NEW-ENGLAND.

To Travellers going Eastward from New-York.

It is recommended to the stranger who is travelling eastward to see the country, to determine on some plan for his journey before setting out. A stage coach* goes every morning to Connecticut, and onward; but this is not the most agreeable route. Steamboats go from New-York to the following places on the northern shore of Long Island

* The coach sets off for New-Haven every morning at 8 o'clock, from the stage office, in Courtlandt-street, passing through Harlem on Manhattan Island, West Chester, East Chester, New-Rochelle, Mamaronec, and Rye, in the state of New-York; and Greenwich, Stamford, Darien, Norwalk, Fairfield, Bridgeport, Stratford, Milford, and Orange, in Connecticut.

In Harlem, the road passes near the East river, and gives a view of Hell Gate.

Beyond Morrisania, the estate and mansion of the late Hon. Governor Morris is seen on the right: one of the finest for tastefulness and extent in this part of the country. (See *Battle of White Plains*, page 18.)

In the town of Horseneck, 33 miles from New-York, is a steep hill descending towards the north, down which Gen. Putnam once effected his escape from several British officers and soldiers during the revolutionary war, when returning from a scout. He drove his horse hastily down the rocky hill side, a little east of the road, and near the fence, and saved so much distance as to elude his pursuers.

In the town of Fairfield, 53 miles from New-York, a mile or two before reaching the village, is a low, level piece of ground, on the right hand side of the road, which was formerly an almost impenetrable swamp, and, at an early period of our history, was the scene of a bloody slaughter. It was hither that the remains of a powerful and terrible nation of Indians, called Pequoda, having fled from their country about New-London and Groton, after the destruction of their fort at Mystic by Capt. Mason, in 1636, were either killed or taken captive. This was their last and total defeat, and extinguished their name as a nation. Much of the ground has been cleared in modern times; and some relics have been found to confirm the traditions of the neighborhood.

On the east side of Housatonnuc, or Stratford river, a mile or more above the bridge, was once a fort, built by the Indians of the place, to secure themselves against the Mohawks, who had subjugated most of the country on the western side of the Connecticut river, before the arrival of the English.

Sound : Norwalk, Stamford, Stratford, New-Haven, Connecticut river, (and up that to Hartford,) New-London (and Norwich,) Newport (and Providence.)

EAST RIVER. Leaving New-York, in any of the East river steamboats, the traveller has Brooklyn on the right, (now with a population of about 16,000, and strictly a suburb of the capital.)

The *Navy Yard*, just beyond.

The *Marine Railway* is above, on the west side.

The old *Penitentiary and Fever Hospital* are just above, on the shore.

Blackwell's Island. The Penitentiary consists of two large edifices of similar size. The southern, for males, is about 1000 feet from the south end of the island, and about 20 feet above high water mark, 200 feet in length by 50 in breadth, with 240 cells, each $3\frac{1}{2}$ feet by 7, and separated by a partition $2\frac{1}{2}$ feet thick. Opposite each cell there is an aperture in the outer wall, for fresh air. The interior is on the plan of the State Prison at Singing, except that the gallery around the cells is of iron instead of wood, the ascent to which is by a geometrical staircase. The doors to the cells are all of iron—indeed, the only wood is in the roof, which may even be burned off without danger to the rest of the building. The stone is the common *gneiss*, and was all quarried on the island and hewed by the convicts. The lime was burned on the island. Four centinels are placed on elevated platforms in different parts of the island, who are allowed no intercourse either by word or sign with the prisoners. The prisoners are marched rank and file to their meals. No spirituous liquor is allowed to

be brought upon the island. Four excellent springs of water afford them drink.

The island is $1\frac{1}{2}$ miles in length, and about 600 feet in width, and will yield abundance of vegetables. It is the design of the Corporation to make it the seat of punishment in all its forms.

At *Hell Gate*, numerous objects present themselves on entering the bay. On the distant high ground, west, is seen the Lunatic Asylum; a white blockhouse on the hill on the east side; below it, an old fort by the water; and a number of handsome country houses along the green shore on the left. The first of these is Commodore Chauncey's, next, Mr. Schermerhorn's, then Messrs. Prime's, Astor's, &c. The surface of the river is broken by several rocks, and by the agitation of the water, particularly at the whirl called the Great Pot, a little north of the fort, and the rapid current on the opposite shore, known by the name of the Hog's Back. In coming from the north, almost the first view of New-York is here presented, between the western shore and Blackwell's Island, with a shot tower on the right.

NEW-HAVEN.

Tontine Hotel. Franklin Hotel. Several private boarding houses. This is decidedly one of the most beautiful towns in the United States. The soil is not very good, and the situation is low; the city is laid out in squares, with straight and broad streets, and the elevated ground in the neighborhood renders the approach very fine from almost every direction. It stands at the head of a spacious bay, with a lighthouse on the eastern point, a small fort on the shore, another on Prospect

Hill, and two bluffs, called East and West Rocks, 2 or 3 miles behind the town. A more distant peak is seen between them, which is Mount Carmel. The long wharf is three quarters of a mile in length. The steamboats stop at the bridge, where carriages will be found in waiting to take travellers to the centre of the town, which is more than a mile distant.

Near the bridge, is the large steamboat hotel, and on the right, Mr. J. Brewster's large coach manufactory. The building has a tasteful front, and contains also blacksmith's shops, a chapel, &c. A little beyond is the square of the New Township, with one or two female boarding schools.

The streets of the city are regular and pleasant, forming squares, one of which is a green surrounded by rows of elms, with three churches and the new State House in the middle, and the College buildings occupying the western side, presenting a scene probably not equalled by any town of this size in the United States. The abundance of fine trees, the neatness and beauty of the dwellings, the good society of the place, and the distinguished position it holds as a seat of learning, render New-Haven the resort of a great number of strangers during the travelling season, and the temporary residence of not a few.

Connecticut has a *School Fund* of \$1,902,957, the largest in the Union, but its influence is thought to be unfavorable to education, by rendering individual contributions unnecessary. The income is all paid for instruction. It yielded in 1832 above \$81,939, that is, 95 cts. for each child between 4 and 16, or 28 cts. for each inhabitant. The taxes

for the support of the government are only 6 cts. 3 mills each. There are nine academies, besides several unincorporated.

There is a Hopkins's Grammar School in the town, and ten Boarding Schools for young ladies, with instructors in every branch of useful and ornamental education. A flourishing *Lancasterian School* in this place contains about 200 boys.

The *Connecticut General Hospital* is a fine stuccoed building, half a mile south of the city, and contains well aired wards, a lecture room above, &c. &c.

Yale College. This institution is the principal object which will attract the attention of the stranger. It was founded in 1701, and first located at Killingworth, then removed to Saybrook, and after a few years permanently fixed in this town. The first building was of wood, and stood near the corner of College and Chapel-streets. The expense of tuition, room, &c. for a year, is about \$50—of board in Commons, about \$75. There are now four buildings for students, each containing 32 rooms; a Chapel, with a Philosophical chamber and apparatus, an Observatory and a Lyceum, with recitation rooms and the library. In the rear are the Picture Gallery, (containing some of the valuable paintings of Col. Trumbull, and others, and the Commons Hall, in a small building with the splendid Mineralogical Cabinet above, which is the finest collection of the kind in the United States, lately purchased from Col. Gibbs, of New-York. In another building is the Chemical Laboratory, where Professor Silliman delivers *his lectures*. The institution contained, in 1833,

496 students, distributed as follows:—Theological Students, 49; Law Students, 21; Medical Students, 61; Resident Graduates, 6; Seniors, 71; Juniors, 87; Sophomores, 95; Freshmen, 106.

An Observatory, on one of the steeples, is after the model of the Tower of the Winds at Athens.

Next north of the College is the house of President Day, and the professors have pleasant residences in the town.

The *Medical Institution* is at the north end of College-street. Like many other buildings in the place, it is of rough stone, covered with plaster. The canal passes just in the rear.

The *New Burying Ground* is situated opposite the Medical Institution, and occupies a large extent of land, partly planted with poplars, and containing a great number of beautiful ornaments, of different designs. It is considered the most beautiful cemetery in this country.

The *Old Burying Ground* was in the middle of the green, in the rear of the Centre Church, and there are to be seen two ancient stone monuments, of a small size, which are supposed to mark the graves of two of the regicide judges, Whally and Dixwell, although there is much doubt on the subject. (See Stiles's Judges.)

A General Hospital Society for the state of Connecticut was founded in 1828; and the building is of stuccoed stone, about a mile south of the city.

THE NEW-HAVEN AND FARMINGTON CANAL, extends to the Massachusetts line in Simsbury, where it is met by the *Hampshire and Hampden Canal*, which strikes Connecticut River at Northampton.

The basin, near the market, is large and commodious; and the canal, passing through a part of the city, and bending round along the outskirts, on the north side, intersects several streets, by which it is crossed on handsome bridges.

The first part of the canal passes through an easy and natural channel, where is little variation in the surface; and introduces us to the beautiful and fertile meadows at Farmington. The upper part, and the Hampshire and Hampden canal, required much lockage.

There are pleasant rides in various directions from New-Haven, the roads being numerous, and the face of the country favorable. The two mountains command extensive views, and though the access is rather fatiguing, the excursion is recommended to those who are fond of such enterprises.

The *Judge's Cave* is on the summit of West Rock, about a mile north of the bluff: and the way to it leads near Beaver Pond, and Pine Rock, then between Pine and West Rocks. You here turn off the road to the left, by a path across a brook; and a guide may usually be obtained at a small house just beyond, who can show a horse path to the summit.

The cave is formed by the crevices between seven large rocks, apparently thrown together by some convulsion. It is small and entirely above ground, with a rude rock, like a column on each hand. That on the right bears this inscription,—

“Opposition to tyrants is obedience to God,”
to remind the visiter that the place once afforded

shelter to Goffe and Whally, two of the judges of king Charles the First, who escaped to the colonies and secreted themselves for some time in this solitary place. They were supplied with food by a family which resided near the foot of the mountain, and a little boy was despatched for them every day, who left a basket of provisions on a rock, without knowing what cause he was subserving. The place commands an extensive view upon the country below, with a large tract of Long Island, and the Sound.

The *Manufactory of Muskets* is two miles north of New-Haven, on the road to Hartford, by Meriden, and at the foot of East Rock. It was established by Mr. Whitney, the well-known inventor of the Cotton Gin. The machinery is carried by the water of a small river, and the houses of the overseers and workmen make a pretty appearance on the shore. Muskets are made here in all their parts, many of them for the arsenals of the United States. It is designed to make the arms so much alike, that the parts may be applied indifferently to all that proceed from the same manufactory. It is not found possible however, to accomplish this object to the full extent desired.

ROAD FROM NEW-HAVEN TO MIDDLETOWN—
Northford 10 miles, Durham 8, Middletown 6.

Beyond New-Haven in Long Island Sound, lies a cluster of islands, called the *Thimbles*, famous in the traditions of the neighboring Connecticut coast, as the ancient resort of Capt. Kidd, a notable pirate, whose treasures of solid gold, it is still believed by some, are concealed somewhere hereabouts. *Within this labyrinth of islands is a little*

inlet, capable of containing only one vessel, which bears the name of Kidd's Harbour. There are also his island, his chair, and his 'punch bowl.' There are several houses along the shore, within a few miles of this place, which are resorted to during the warm season by a considerable number of visitors from the interior, for the sake of bathing in the salt water, and eating lobsters, black fish, and oysters. In September and October, ducks may be found in great quantities near the shore, and black fish are caught in considerable numbers; but the best fishing is further east, at New-London, Newport, &c.

[As it is necessary, in a work like this, we have undertaken to pursue some definite course, and to mention places and objects in the order in which they will probably occur to most travellers, we shall here leave Long Island Sound to proceed up Connecticut River, and only refer the reader to the Index for an account of the coast beyond, and the following subjects and places: New-London, the Thames, Norwich, the Mohicans, the Pequods, Saccacus's Fort, Mystic Fort, the Narragansett shore, Newport, Providence, &c.]

SAYBROOK. At this place was the first settlement made by Europeans on Connecticut River, at the earnest solicitation of the rightful proprietors of the country on its banks, who had been despoiled of their possessions by their formidable enemies, the Pequods. The River Indians twice made application to the English at Plymouth and at Boston, to obtain settlers upon their native soil, offering to give them land enough, and to pay 200 beaver skins annually for the benefit of their so-

ciety. But the undertaking was considered too hazardous, and it was not until the year 1635, when the Dutch at New-York showed a determination to seize upon the country, that a small detachment of men was sent from Boston by water to prepare for opening a trade with the Indians, and to build a fort at the mouth of the river. Immediately after their landing, a Dutch vessel entered, and proceeding up to Hartford, established themselves in a fort they called Good Hope, on a spot they obtained from Pequod usurpers.

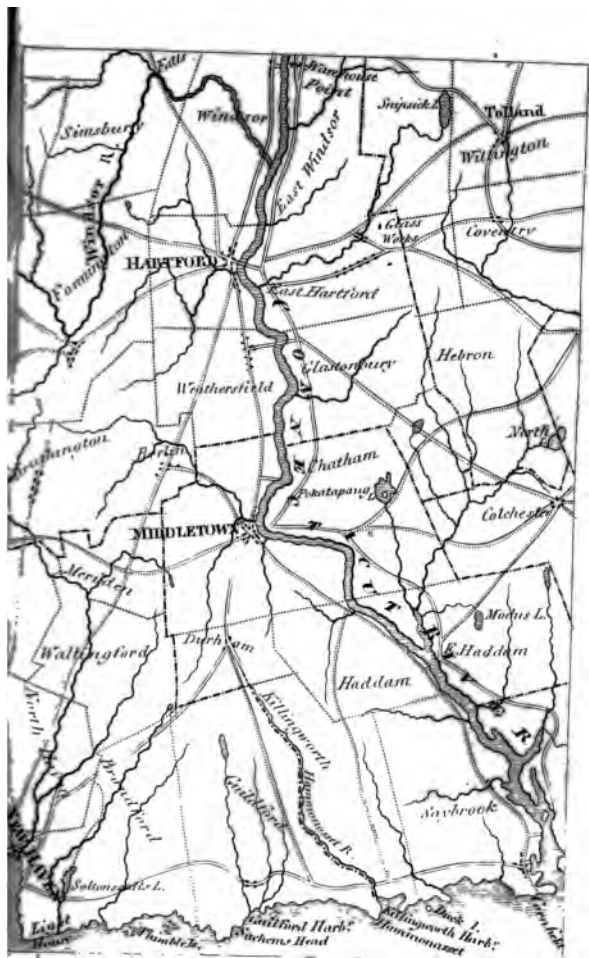
The settlement of Saybrook was begun under a grant made to Lord Say and Seal, Lord Brook, and others, by George Fenwick, Esq. who fled to this country with his family. The old fort stood near the present fort hill, upon an eminence which has since been destroyed by the waves; and the ground immediately behind it was afterward occupied by the fields and habitations of the colonists. It was expected from the first, that the situation would render the place a great city; and after the fear of the Indians had subsided, the whole peninsula, which bears the name of Saybrook Point, was laid out with the greatest regularity into fields of an equal size, except such parts as were reserved for the erection of public buildings. Yale College was placed here for a time, and a great number of emigrants were once collected in England, and prepared for a voyage to this place. Some persons of high rank and importance were among them, and Oliver Cromwell had determined to embark in the enterprise, when some unforeseen occurrence prevented him.

The want of a harbor, and the sand bar at the

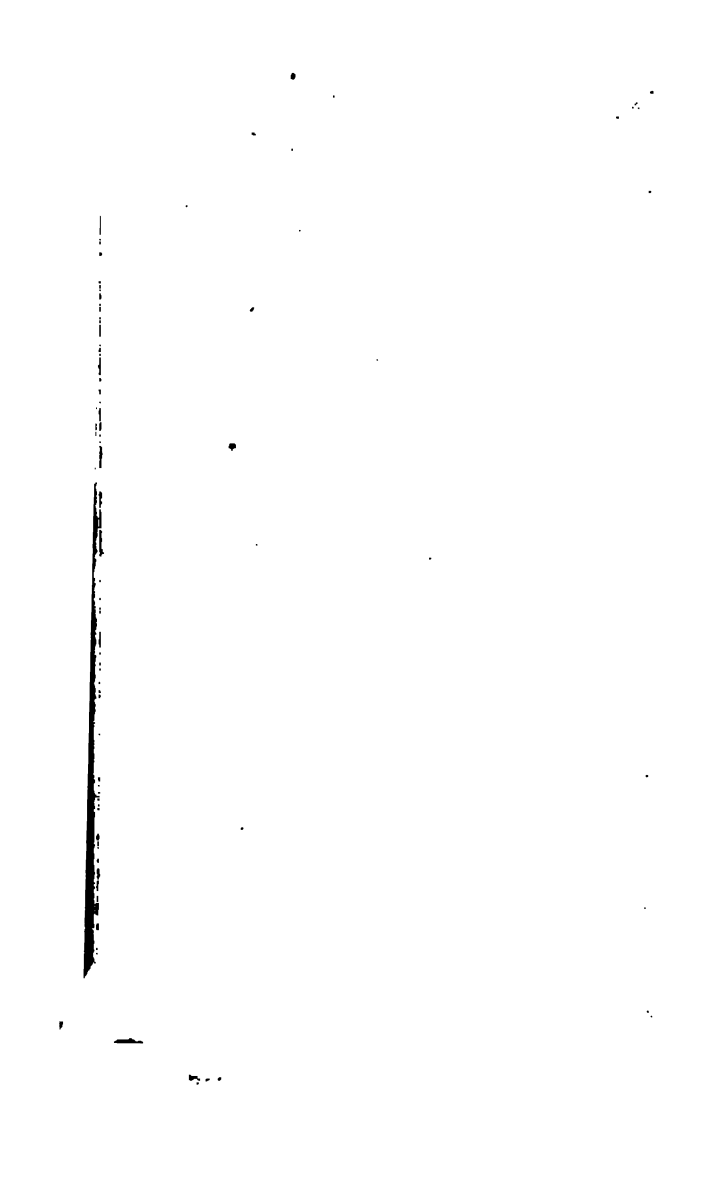
mouth of the river, prevented the expectations of the settlers of Saybrook from being realized; and no remains of their works can now be discovered, except in the rectangular forms of the fields, and the wells and cellars of some of their dwellings, just beyond the burying ground, the foundation stones of which have since been employed in building the neighboring fences. One of the largest excavations is said to have been the cellar of the old college building. The soldiers were frequently attacked within a short distance of the fort by the Pequods, but they afterward ran a palisade across the isthmus which leads from the mainland.

CONNECTICUT RIVER. The shores present a continued succession of hilly and picturesque country, with few interruptions of level land, from a little above Saybrook as far as Middletown. The roughness and rocky nature of the soil prevent the cultivation of many mountainous tracts: yet there are farms enough to give a considerable degree of softness to the scenery. The variety of rocky and wooded banks, mingling with little patches of cultivated ground, and the habitations scattered along the river, is very agreeable, and often affords scenes highly picturesque and delightful.

Essex, 7 miles from Saybrook. This place formerly called Pettipaug, is a small village, on the ascent and summit of a handsome elevation. Just above it is an island of some extent, which divides the river and gives it an unusual breadth. During the late war with Great Britain, this place was taken by the enemy, who came up the river in



D. S. Throop, Sc. N.Y.



launches, and taking the inhabitants by surprise, occupied the town for a few hours.

Some distance above this place the channel lies so near the eastern shore, that the steamboat passes almost under the trees by which it is shaded.

Joshua's Rock is on the same side of the river, a little below Brockway's Ferry. It is said to have derived its name from the son of Uncas, Sachem of the Mohicans (see *Norwich*,) who, according to a tradition current in the neighborhood, being once closely pursued by enemies, threw himself from the top of the rock, and perished in the river.

WARNER'S FERRY, 13 miles from Saybrook.

EAST HADDAM on the east. The landing place here is rocky, mountainous, and wild, and a good specimen of a large portion of the town to which it belongs. Gen. Champion has a fine house built among the rocks above, which adds much to the appearance of the place. This region is famous for a kind of earthquakes and subterranean sounds, which were formerly common for a short distance round. They gave occasion to many superstitious reports, but have ceased within a few years. They were called *Moodus Noises*, after the Indian name of the place. Large beryls are found in the neighborhood, and many other minerals interesting to the scientific traveller.

HADDAM, on the west, is built on an eminence 50 or 60 feet high, which appears like the remains of an old bank of the river, descending a little meadow which is covered with orchards, grazing ground, &c. while a range of commanding hills rise beyond.

HIGGENUM, on the west, is one of the little landing places so numerous along the river's course, 2 miles above Haddam.

MIDDLE HADDAM, 2 miles further, on the east. This is a pleasant country village, stretching along a hill covered with orchards and home lots, and backed by higher and wilder eminences. It is about 6 miles below Middletown.

Looking down the river from a little above this place, a large and beautiful hill is seen, which affords the richest scene of cultivation on this part of the river, being entirely covered with fields and orchards. A large wooded eminence is a little higher up, and several high hills, almost worthy of the name of mountains, are visible in the north.

THE NARROWS. Here the river turns abruptly to the west, and flows between two lofty hills, which it has divided at some long past period, before which, there is every reason to believe, the country for a great distance above was covered by a lake. A mile or two eastward of this place, there is the appearance of an old channel, where the water probably ran, at a great height above its present level.

A Lead Mine is a short distance from the southern bank of the river, near two or three old houses.

Fort Hill is the last elevated part of the southern bank. It was formerly a little fortress belonging to Souheag, an Indian chief, whose dominion extended over the present towns of Middletown, Chatham, and Wethersfield. The large buildings on the hill in Middletown belong to the Wesleyan College.

MIDDLETOWN is beautifully situated on the western bank of the river, where the water is spread out to a considerable breadth, and disappears so suddenly at the Narrows, that from many points of view, it has the appearance of a small lake, with high, sloping, and cultivated shores.

The Quarries of Freestone, on the opposite shore, have furnished a valuable building material for some years, and have been worked to a considerable extent.

Manufactories. Cotton, Woollen, and Rifle Manufactories, and three machine shops, are near the bridge at the south end of the street. Col. North's Pistol Manufactory is situated two or three miles west of the town. There are also Starr's Rifle Factory, Johnson's Sword Factory, the Pameacha Woollen, Spalding's Tape, and Pratt's Comb factories.

There are various pleasant rides in this neighborhood, particularly to two picturesque *Water Falls* in Middlefield. In the direction of one of them is *Laurel Grove*, where the road is shaded for nearly a mile with those shrubs, which, in the season, are covered with flowers.

The Cobalt Mine is about five miles east, in Chatham, at the foot of Rattlesnake Hill. It is not worth working, at the usual price of the metal. Specimens of peach-bloom of cobalt may be picked up among the rubbish. Just southerly from it is a very pretty water fall, about thirty feet high.

A number of German families live in the neighborhood; the descendants of miners, who came from Europe some years ago to work the mine.

UPPER HOUSES, a village of Middletown, 2 miles above.

From a hill 1 mile from this is a very pleasant view towards the south, presenting the river, with the meadow and hills, as well as Middletown and the fine high grounds in its rear.

Rocky Hill, 5 miles, a parish of Wethersfield. About half a mile north of the tavern, if you travel by land, you reach the brow of a hill, which commands a rich prospect of many miles of the Connecticut Valley. Wethersfield lies in front, and the variegated hills and plains around belong to numerous townships on both sides of the river, enclosed by ranges of distant highland, which direct the course of its channel. On the left, about 15 miles off, is the ridge of Talcott mountain; and the two blue peaks in the north are Mounts Tom and Holyoke, near Northampton, at the distance of about fifty miles.

Wethersfield, 3 miles from Hartford, has a fine light soil, on an extensive level, peculiarly favorable to the culture of onions, which are exported in great quantities to various parts of the country, the West Indies, &c.

Wethersfield was one of the three earliest settlements made by white men in Connecticut: or rather it may strictly claim the precedence of all, for although houses were first built here, as well as at Hartford and Windsor, in 1635, three or four men came to this place the year previous, and spent the winter. Depredations were committed on their settlements for the first few years; but as they were done by the Pequods, the destruction of that nation at Mystic Fort, by Capt.

Mason, in 1636, put an end to them entirely, and this part of the river was never afterward made the theatre of war.

THE CONNECTICUT STATE PRISON.—The situation of this institution is healthy, retired, and convenient to the water and the great road. It was completed in 1817; and is worthy of the attention of those who feel an interest in the condition and prospects of the unhappy inmates of such edifices. What have heretofore been regarded as the necessary evils of prisons, will here be found greatly reduced; and, in many respects, even with regard to the prisoners, converted into benefits.

The modern improved principles of prison discipline have nowhere produced so sudden and so beneficial a change as in the state of Connecticut. An old copper mine at Granby was for many years the State Prison, and was conducted on the old and vicious system. Here the Auburn system has been established, with some few deviations.

The men are brought out to their work at signals given by the bell. They lodge in solitary cells, and are not permitted to converse together while at work. They take their food in their cells, and when going to and from work or prayers, are obliged to march with the lock step. They are to be chiefly employed in brick-making. No blows are allowed to be given by the officers except in self-defence.

The smith's fires are supplied with Lehigh (Pennsylvania) coal for fuel; and part of the heat is conducted away in pipes to warm the apartments. The cells are furnished with comfortable beds and bed clothes, and a Bible for each. They are

ranged in rows, and the keepers can look into them through grated doors ; at the same time the prisoners are not able to converse with each other. Neither officers nor convicts are allowed to use ardent spirits. The inmates are kept clean and comfortably clad ; and while shut up from society, whose laws they have infringed, they are not debased and rendered more vicious and dangerous by bad example or evil counsel ; but are usefully and healthfully employed, instructed, invited to return to virtue and respectability, and consigned for a large portion of the time to solitude and undisturbed reflection.

HARTFORD.—*Inns.* The City Hotel, (by J. Morgan,) and the United States Hotel, (by H. Morgan,) are two of the best houses in the country. This is the semi-capital of the state, and a place of considerable business, as well as one of the great points at which the principal roads concentrate.

The Charter Oak.—In the lower part of the town, and east from the south church, is the ancient and respectable seat of the Wyllys family, who were among the early settlers of Hartford, and have made a conspicuous figure in the history of the state, as well as of the town, by supplying the Secretary's office for a long course of time. This place is now owned by Mr. Bulkley, and has undergone considerable changes. The fine old oak, which stands on the street in front, is said to have been a forest tree before the land was cleared, yet it appears as firm and vigorous as ever. In a hole in its trunk was hidden the charter of the colony, when Sir Edmund Andross sent to de-

mand it in 1687 ; and there it remained for some years. This interesting document is still preserved in the office of the Secretary of the state.

The Asylum for the Education of the Deaf and Dumb is about a mile west of the town, on Tower Hill. It was the earliest institution of the kind in America. Mr. Weld is principal, and Mr. Le Clerc, a favorite pupil of the Abbe Sicard of Paris, occupies the next station. He is a man of superior talents, although deaf and dumb.

The principal building is large, ornamented with pilasters, and surrounded by a garden and pleasant grounds. The house of the superintendent is near by, and the whole enjoys a fine situation, with a commanding prospect and a healthy neighborhood.

The number of scholars is about 130. Some of them are supported by a fund belonging to the institution, and others by the states of Massachusetts, New-Hampshire, &c. Similar institutions exist in New-York, Philadelphia, Kentucky, &c.

The Hopkins's Grammar School, which has been recently much enlarged, is in the lower part of the city.

The Retreat for the Insane is a little south of the city, and makes a handsome appearance, being a stone building 150 feet long and 50 wide, the wings having three stories, and the main building four. It is capable of containing about 50 patients, and is warmed by flues. The grounds connected with the institution include about 17 acres.

Washington College is situated west of the main street, in the south part of the town. It is an episcopal institution, and has two stone buildings :

one for the students, 150 feet long, four stories high, with accommodations for 98 pupils; and a chapel, which has also rooms for recitation, the library, &c. The college bills are \$52 50 per annum in all; and the students board in private families at the rate of \$1 50 per week. Fourteen acres of land belong to the institution, part of which are devoted to the garden with its greenhouse.

[*Monterideo*, the seat of Daniel Wadsworth, Esq. enjoys a charming situation on a mountain nine miles westward.]

REMARKS.—From Hartford there are stage coaches running in various directions; *north*, one on each side of Connecticut River; (and the steamboat to Springfield;) *north-east*, to Boston; *east*, to Providence; *south*, to New-Haven and New-York, (besides the daily steamboats to the latter place;) *west*, to Litchfield and Poughkeepsie; and *north-west*, to Albany.

The road to Boston leads through Stafford Springs, and Worcester, but is otherwise very uninteresting, and quite hilly. The Boston and Worcester Railroad, however, will be found very convenient. There are two routes to Boston, which separate at Tolland, and meet again 15 miles from that capital. On the new road, (which is shorter,) a coach goes through every day—travelling from 3 A. M. till 6 P. M.

Stafford Springs, (26 miles from Hartford) is in a romantic region. Tolland, 17 m., Springs 9, Sturbridge 16, &c.

The traveller in New-England is advised to take *the route up Connecticut river*, which is the most

fertile, wealthy, and beautiful tract of the country; and to return by the way of Boston and Providence. This is the route we propose to pursue; but the traveller can vary from it as he pleases. He will find such information as this little volume is able to afford him, by referring to the Index.

The fertility of the meadows in the Connecticut Valley is proverbial; and after what the stranger has seen of its banks at Middletown and Hartford, he will learn with gratification that neither the soil nor the beauty of the cultivation degenerates for several hundred miles northward. The whole country is thickly populated; neat and beautiful villages are met with at intervals of a few miles; and the general intelligence derived from universal education gives an elevated aspect to society. The accommodations for travellers are generally very comfortable, and sometimes uncommonly good and elegant: the scenery is ever new and varying; many places have traits of interest in their history; and the communication is easy, from many points of the route, with the principal places on the east and west. Besides all this, the roads are peculiarly fine, for they are generally run along the river's bank, which is almost without exception level and pleasant, and formed of a soil well fitted to the purpose.

The western side of the river is generally to be preferred; but as there are good roads on both sides, and some villages and other objects worthy of equal notice on the eastern shore, and good ferries or bridges are to be met with every few miles, it will be agreeable occasionally to cross and recross. Those who travel along the course of the

Connecticut twice, would do well to go up on one side and return on the other. This is the most direct route to the White Hills, or White Mountains of New-Hampshire.

The principal falls have been canalled and locked for boats for a number of years. A canal has been made at Enfield Falls, 6 miles in length, in the bed of the river, with three locks, of a sufficient breadth to admit steam towboats.

[Those who go to *Boston* will pass through *Worcester*.]

Worcester is one of the finest villages in New-England. The country around it is rich and variegated, and the dwellings have an air of elegance which does great credit to the taste as well as the wealth of its inhabitants. Brick is extensively used in building. Penknives are manufactured here of fine quality. *The Boston and Worcester Railroad*, $43\frac{1}{4}$ miles, will have no curve with a greater radius than 1150 ft., and no inclination above 30 ft. in a mile. The commencement, in *Worcester*, is 456 ft. higher than *Charles-street*, *Boston*. The whole ascent overcome in going to *Worcester* is 554 ft. The road is 2 miles longer than a straight line, or equal to the stage road.

The courthouse, bank, &c. stand on the principal street; and east of it the county house and the building of the

AMERICAN HISTORICAL SOCIETY.—This is an institution formed by Mr. Isaiah Thomas, many years a printer in this place, for the purpose of preserving every thing relating to the history, traditions, &c. of the country. He has made it a donation of his valuable library, between 7 and

8000 volumes, with many files of newspapers; and built at his own expense the handsome edifice in which it is deposited. The building cost about \$8000.

For the *Blackstone Canal* which connects this place with Providence, *see Index*.

Watchusett Hills, 16 miles W. N. W. of Worcester, and 52 W. by N. of Boston, are estimated at nearly 3000 feet above the sea, and ascended by an easy path. The spectator looks down on a surrounding scene of wooded mountains, below which are ponds and farms, and a view over cultivated and inhabited regions.

[From Worcester to Leicester, 5 miles; East Brookfield, 7; Brookfield, 3; Ware Factory Village, 5; Belchertown, 10; Northampton 15.]

ROUTE UP CONNECTICUT RIVER.

Leaving Hartford, the *State Arsenal* is seen on the right hand, a mile from the city; and many pleasant views are enjoyed.

[*East Hartford*, opposite Hartford, has a sandy soil, but the street, as well as that of East Windsor, next north of it, is shaded with rows of fine elms. The road crosses Podunk Brook by a small bridge, about four miles from Hartford, on the north bank of which, on the left-hand, was once a fort of the powerful tribe of Podunk Indians, who had their settlements on this winding stream, and some of their broken implements are occasionally found in the soil. The nation was so powerful, that Uncas, Sachem of the Mohegans, was once daunted by the show of their force, although he had marched to attack them with his army, and afterward chose to intimidate them by

the following stratagem: he sent one of his Indians to burn a Pequod wigwam, in the night, near the fort, who then fled, as he was directed, leaving some Mohawk arms on the ground. This made the Pequods believe that that nation had leagued with Uncas, according to an intimation he had before given, and they immediately sued for peace.

Bissel's tavern, 8 miles from Hartford. In going to the ferry, the road passes the Bissel farm, one of the finest in the country.]

WINDSOR, *East side*. It has been mentioned before that this place was settled as early as 1635. A few months after the building of the fort, (probably a blockhouse,) the Dutch garrison at Hartford made a secret march against it, expecting to take it by surprise; but on arriving at the place they found reason to give up their enterprise, and returned without firing a gun. The country was formerly very populous in Indians, the six square miles of which the town was formed, and which extended on both sides of the river, containing ten separate sachemdoms, or petty Indian tribes.

The seat of the late Chief Justice Oliver Ellsworth, stands on the east side of the street, above the town, nine miles above Hartford. It is distinguished by columns, and surrounded by trees. He was born in a house opposite. He was in Europe as minister for the United States to France.

A Canal, 6 miles long, is dug in the bed of the river at Enfield Falls.

Warehouse Point, in Enfield, is seen on the *east side*. Here vessels are built, and the place

carries on a little trade. There is a Shaker settlement of about 600 persons, 5 or 6 miles from Enfield. Messrs. Andrews & Thompson's Carpet Manufactory is at Thompsonville.

SUFFIELD is a very pleasant town, about a mile west of the river, and has a good inn. The village street runs along the ridge of a long and beautiful hill, with neat houses and white fences on both sides, and the home lots sloping east and west towards the low ground. Some of the houses are large and elegant.

Suffield Springs. About a mile south-west of the street is a mineral spring of slightly sulphurous qualities. A house has been built there about 20 years, which has accommodations for 50 persons, with baths of different descriptions. The spring is in swampy land, and its qualities are considered valuable, particularly in cases of cutaneous disorders. The place is pleasant, in the midst of a rich rural scene, with a pretty flower garden, &c.

SPRINGFIELD. Stage coaches run north, south, and to Boston and Albany. This is a flourishing town, standing at the foot of a high hill, the side of which is ornamented with fine buildings, the residences of some of the wealthier inhabitants, and the top occupied by the United States' Armory. This establishment occupies a large space of ground, and commands a fine view. The buildings containing the work-shops for manufacturing small arms, the arsenal, barracks, &c. are surrounded by a high wall; and the habitations of the workmen in several neighboring streets, are generally neat houses with small gardens. About 13,

000 muskets are made here annually or 60 a day. The manufactories on Mill river, a little south of the armory, are various and well worthy of observation. A road that runs along the bank, passes a number of flour mills, &c. belonging to individuals, besides the Upper, Middle, and Lower Water Shops, connected with the armory. There are three dams of hewn stone, and the buildings are well calculated for service and durability.

The town is ornamented with many fine elms and other trees ; and there are two very handsome churches, a High School, &c. It was originally considered within the limits of Connecticut Colony, but at length incorporated with Massachusetts. A tribe of Indians lived for some years on Fort Hill ; but being won over to King Philip's party, in 1675, they assumed a hostile air, fired upon some of the inhabitants who were going to their fort, and burnt a part of the town.

In 1786, during the rebellion of Shays, he attacked the armory, at the head of a strong party of undisciplined men. Gen. Shepard, who had command at the place, attempted to dissuade them from the attempt, and finally drove them off. The first shot, over their heads, dispersed the raw troops, and the second drove off the remainder, who, being about 200 revolutionary soldiers, did not desist until they had lost a few of their men. This was the first check the insurrection received, which was put down without much subsequent trouble.

[Wilbraham, 7 or 8 miles west from Springfield, contains a *Wesleyan Academy*. The pupils are instructed in agriculture on a farm, and in the me-

chanic arts in a shop, belonging to the institution. There are teachers in various branches of literature, science, and the arts.]

West Springfield has a fine street, shaded with large elms, and containing some handsome houses. It is 26 miles from Hartford, and about 17 miles from Northampton. There is a fine view from the road on the brow of a hill a little north of the town, near a church, which overlooks the river and an extent of country on each side, with Mount Tom and Holyoke in front.

SOUTH HADLEY FALLS. The village and locks are on the east side of the river.

The whole fall is 52 feet, but at the lower falls only 32. There is a canal $2\frac{1}{2}$ miles long on the bank of the river, cut through a slate rock for a considerable distance, and in some places very deep. The dam is 8 feet high. There are five locks near the tavern, and one above. The toll here is 90 cents. There is a ferry here, which is safe, but the water runs very swiftly.

For several miles before reaching Mount Tom, the road on the west side, runs along the banks of the river, showing its banks, in many places, roughened with rocks. Its channel is in one place crossed by the dam, which turns the water into the South Hadley Canal. The river makes an abrupt turn some miles above, running between Mount Tom on the south and Mount Holyoke on the north; and when the scene opens again, it discloses a charming and extensive plain, formed of the meadows on the river's bank, one of the richest, and by far the most extensive and beautiful on the river.

NORTHAMPTON. There is a splendid hotel here. Warner also keeps a very good house. This town is situated at the west side of the plain, a mile from the river, and is a favorite place of resort for travellers; as it is one of the most beautiful of the New-England villages, and is surrounded by a charming country, and lies near to Mount Holyoke, which commands a view of the whole. The streets are irregular, but some of them shady and delightful in summer, being also ornamented with many neat houses. It is a place of considerable business; and the soil makes valuable farms.

Round Hill is a beautiful eminence just west of the town.

THE LEAD MINE. In Southampton, at the distance of 8 miles, is a lead mine, which will be regarded with interest by the curious and scientific. A considerable part of the road to it is good, and the place is wild and rough.

The vein declines 10 or 15 degrees from a perpendicular, is 6 or 8 feet in diameter, and traverses granite and other primitive rocks. It has been observed at intervals from Montgomery to Hatfield, a distance of 20 miles. In Southampton it has been explored many rods in length, to the depth of 40 or 50 feet; and the ore, found in masses from a quarter of an inch to a foot in diameter. At the depth above mentioned, the water became abundant and a horizontal drift, or adit, has been dug. The rocks reckoning from the mouth of the drift inwards, are geest, the red and gray slates of the coal formation, with thin beds of coal, and mica slate, and granite alternating.

The mouth of this drift is 4 or 5 feet wide, and





THE GREAT CANYON

about 3 feet above the surface of the water. The person wishing to explore this internal canal, must fire a gun or beat with a sledge on the timbers; in 10 or 15 minutes, he will perceive a gentle undulation of the water, and soon after, a boat advancing with lighted lamps and a rower. Having seated himself on the bottom of this boat, with an additional garment, he is prepared for his subterranean expedition. If he looks back, after having advanced several hundred feet, the light at the entrance will appear diminished; and before he reaches the extremity, it becomes invisible.

MOUNT HOLYOKE. The ascent of this mountain has become very fashionable, perhaps more so than any similar enterprise in this country, if we except that of the Catskill Mountains in New-York. The height is about 800 feet; and there is a good carriage road the greater part of the way up.

There is a short road through the meadows, directly to Lyman's ferry, at the foot of the mountain, which is furnished with a good horse-boat. But it may be found pleasanter to cross the bridge at the upper end of the town, pass through Hadley Meadows, and down on the eastern bank. After following the path up the mountain to its termination, you dismount, secure your horses to the trees, and walk up a rude stone staircase. Refreshments will be found at the house which occupies the summit; and which opens on both sides, in such a manner as to command an uninterrupted view of the rich and varied landscape below. Those who wish to enjoy the luxury of seeing day break and the sun rise over such a scene, may find a shelter here for the night.

South-east, the country is undulating, and the soil generally poor; yet several villages are discovered at a distance, particularly South Hadley, immediately below. Southwardly is seen Connecticut river, retiring under the shade of Mount Tom, whiteed below by the South Hadley Falls; beyond which is the hill at Springfield. The river makes several turns, and on the horizon are two very distant peaks, which have been supposed to be East and West Rocks, at New-Haven, about 70 miles distant.

North-east, is seen Monadnoc Mountain in New-Hampshire; and the view towards the east is interrupted by the neighboring peaks of Mount Holyoke.

North, you look up the charming valley of the Connecticut; bordered by distant ranges of hills and mountains, varied by a few isolated peaks, covered with the richest coat of vegetation, and scattered with villages and innumerable farm houses. The river makes a beautiful serpentine course; from where it first appears at the foot of Sugar Loaf Mountain, and Mount Toby,* until it reaches the village of Hadley, which lies in full view; and then taking a bold sweep to the west, and flowing $4\frac{1}{2}$ miles, it returns to the end of the street, only a mile distant from where it first meets it. The whole peninsula is rich and fertile, and covered with fields of wheat, corn, grass, &c. without be-

* In this mountain, at a place 3 miles north-east of Sunderland village is a remarkable cavern, running through the mountain. It is 12 rods long, 65 feet deep, and from 2 to 20 feet wide. There is a mass of pudding stone on each side, which appear as if they had been rent apart. There is an opening at the top. A small cave opens near by it, 45 feet deep, 10 wide, and 130 long.

ing disfigured by fences ; and is the richest sight upon the river, particularly when viewed in connexion with the scene immediately below, where the river flows on, almost immediately under our feet, and the western shore presents the extensive Northampton Meadows, a mile wide. Following the current with the eye, in the

West-south-west, it forms a still more remarkable peninsula, although one of inferior size ; the *Hockanum Bend* being a turn measuring $3\frac{1}{4}$ miles in circuit, while the isthmus is only 46 rods across, or 150 yards. In the compass of this view, from the north to the west and south, numerous village spires are seen, with level fields, orchards, and gardens, almost without number ; and the whole scene is so bounded with mountainous ridges, as to seem to justify the opinion of geologists, who say that it was once covered with an extensive lake, until the water forced a passage between Mounts Tom and Holyoke.

Northampton is seen about west-north-west, with Round Hill ; and towards the right, the top of Saddle Mountain, in the distance. There are also others still further north, particularly Haystack and Bare Mountain.

More than 30 church steeples may be counted here by taking advantage of different kinds of weather.

In point of history that part of the Connecticut Valley immediately under the eye belongs to the third division of settlements, calling Plymouth and Massachusetts Bay the first ; Windsor, Hartford, Wethersfield, &c. the second. Northampton, Hadley, and Hatfield were settled in 1653, and remain-

ed the frontier posts in this direction till after Philip's war, during which they suffered severely from constant alarms, and the loss of inhabitants. The Indian tribes who had sold the land on which the towns were built, had each a spot assigned them within a short distance of the palisades with which the new settlements were surrounded, and lived in peace and good faith until excited by Philip; after which all the towns were at different times attacked by them, and some of them repeatedly. During the French war, on May 13th, 1704, the Indians fell upon a little settlement at the foot of Mount Tom and killed 20 persons, more than half of whom were children; and a tradition states, that a captive woman was once brought to the top of the mountain where we stand, and scalped.

Hadley was attacked by the Indians in Philip's war, while the inhabitants were at church, and was near falling into their hands, when a stranger, a venerable old man, made his appearance, and by his active resistance, encouraged them to repel the enemy. It was not known at the time who he was, or whither he went; but there is now little doubt that he was Goffe, one of king Charles's judges, who was secreted for a length of time in this town, and of whom we have already had occasion to speak at New-Haven. The remains of his coffin, it is believed, were discovered a few years since, in the cellar wall of a house near the present academy, which was formerly inhabited by one of his friends. The Burning of Deerfield, we shall speak of on arriving at that town.

Stage coaches run to Boston and Albany in a day; and up and down the river daily.

HADLEY, 3 miles. (See the preceding page.)

HATFIELD, one mile further, on the west side of the river, is much devoted to the wintering of cattle raised on the neighboring hilly country. The grass is very fine, and the barns are large ; which, with the appearance of the houses, give the place an air of substantial agricultural wealth. The cattle are bought, stabled, and fattened.

[**AMHERST** is situated on elevated ground, five miles from Hadley ; and off the river towards the north-east.

Amherst College.—Although of recent institution, this ranks among the most respectable in New-England. The situation occupied by the buildings is delightful, commanding a rich, extensive, and varied view, partly over the meadows of Connecticut river, with mountains particularly mentioned a few pages back, seen in different directions. The retired situation is highly favorable to study and good order, as its elevation and pure air are conducive to health. The president, Dr. Humphries, is also professor of mental and moral Philosophy and Divinity. There are six other professors, a teacher of French and Spanish, a teacher of mathematics, and a tutor of Latin and Greek.

The *Amherst Academy* is a large private establishment for the education of boys. It is about three miles distant.]

The *Sugar Loaf* is an isolated hill of a conical form, rising in front as we proceed. A fine view is enjoyed from the summit. Deerfield lies north of it about three miles ; and the way by which we approach it, is nearly along the old road which led thither through the wilderness, in 1675, when

it was deserted by the settlers, and Capt. Lothrop was despatched, with a body of 80 soldiers and wagoners, to bring off the grain. At the foot of this mountain is the small village of Bloody Brook, (improperly called Muddy Brook,) and near the spot where a bridge crosses the stream, Capt. Lothrop was ambushed by about 800 Indians. The place was then a marshy piece of ground; and some traces of the road, which was formed of logs, are still to be seen, running through the fields without crossing at the bridge. The convoy halted at this place; and the soldiers were generally engaged in gathering grapes from the vines which ran on the trees, having left their muskets on the ground, when the Indians fired upon them. Capt. Lothrop gave orders that the men should disperse, and fire from behind the trees; but they were all cut off except 8 or 10. This massacre was one of the most calamitous which ever occurred in New-England, taken into view with the small number of inhabitants at the time; as the company consisted of young men from the principal families in the eastern towns. There is a stone now lying near the fence, west of the brook, which was brought there some years since for a monument.

That part of the meadow we pass through in approaching Deerfield was the scene of several skirmishes with the Indians at different times, as the place was a frontier for many years, although it was twice burned and deserted.

DEERFIELD. In 1704, which was the period of its last destruction, a large body of Indians, led on by a few Frenchmen from Canada, came upon the town before daylight. It was winter, and the snow

trust was strong enough to bear them ; they had secreted themselves on a hill north-west from Deerfield, and sent in a scout. The houses were all entered but one, the inhabitants made captives, and all, except a few, taken off to Canada. One of the houses is standing at this day, a little north of the church ; and the hole may still be seen in the door, which the Indians hacked with their tomahawks, and then fired through, as well as the marks of several bullets in the eastern room, one of which went through the neck of a woman and killed her. A young man and his bride leaped from a window of the chamber above ; and though the latter was unable to walk, in consequence of spraining her ankle, the former fled, at her urgent request, and, meeting with some troops on his way, brought them up in time to drive off the Indians, but not to retake any of the captives.

A house next this was valiantly defended by seven men ; and the dwelling of Mr. Williams, the minister, was taken, and he and his family carried to Canada. Most of the people were ransomed ; but a daughter of Mr. W. became attached to the savage life, married a chief, and left children. Some marks of the old picket may be traced in the rear of the house, which is supposed to present the same appearance as in old time, excepting that the kitchen, &c. have since been built, and the front and rear have been covered.

East from this place, are several spurs projecting from the hill, on one of which was formerly a fort, for the protection of the Deerfield Indians against the Mohawks.

Greenfield, 3 miles. Here the stage coach passes

on a road from Boston to Albany. The country west is highly picturesque. Just south of the town, Deerfield river appears to have at some period formed a lake of some extent, with an outlet towards the east, where its channel may be seen, with the place of an old cascade, and the rocks bored out by the rushing of the water. The channel now lies through a deep cut between two hills. A High School, for young ladies, is established here.

Turner's Falls are on Connecticut river, two or three miles east from Greenfield. The way by which we approach is nearly over the same ground, where Captain Turner marched in the year 1676, when he went to attack a large body of Indians, assembled at an Indian fort, a quarter of a mile above the falls; and by which he also returned, after a successful battle, pursued by his surviving enemies.

Philip, having been driven from the seacoast and the neighborhood of the English settlements, by the active operations of Capt. Church, Capt. Mosely, Capt. Wheeler, &c., retired with some of his followers to the Northfield Indians, who held a position on a sandy hill, on the north bank of the river. Here he was attacked in the night by Capt. Turner. The English left their horses on a hill, which descends to a brook emptying into the Connecticut below the falls; and having mounted the opposite bank, proceeded near where the present road leads, and marched up the sandy hill. The place has a swamp on two sides, and the river on the fourth. The Indians had held a feast that night, and were generally asleep, so that the attack of

the white men gave them a panic, and they fled to their boats, which they launched in such haste, that many forgot their paddles, and were carried over the falls. The rest, however, rallied before their enemies were out of their reach, and being joined by some from the island below the falls, pursued and harassed them about ten miles, to Deerfield. Bones are occasionally dug up near the spot, and a few years ago the remains of an old musket, a few silver coins, &c. were discovered among the rocks.

This was the last and most severe blow Philip received, before he returned to his native country in Rhode Island, where he soon after terminated his dangerous life, and the war, which brought so many calamities upon New-England.

The Canal. A dam of great height is built at Turner's falls, to supply a canal, which extends two or three miles for boats and rafts. Some mills are also established on the river's bank. The fall is divided by two rude rocks, between which the water rushes in separate cataracts; and the scenery below is wild, and not a little imposing. This is part of the New-Haven Greenstone range, and there are two veins of copper in the mountain: specimens of coal have been found. There is, however, no inn nearer than Greenfield.]

Bernardston, 8 miles from Greenfield.

Vernon. Within the limits of this township, which is the first in Vermont, was once Fort Dummer, one of a chain of forts built for the protection of the country against the Canadian Indians.

Passing through a pretty village, with several mills, after a few miles we approach Brattlebo-

rough, south of which, east of the road, is a quarry, which furnishes a large quantity of slate.

Brattleborough is a very pleasant village, situated on an elevated plain above the river, which, since the draining of the old lake in this place, has made two or three successive arches north of the town, as it has gradually lowered its channel to the present level. At the bridge, over a small stream, are several manufactories; and in the village is a large and comfortable stage house, whence coaches go to Boston, as well as west, north, and south.

Westminster. This is on a fine extensive level; and on the high land, on the opposite side of the river, is

Walpole. Connecticut river being the dividing line between the two adjacent states, Walpole is in New-Hampshire. The situation is very commanding, and the summit of the hill, above the village, affords a view of unusual extent and beauty. Stage coaches go hence to Boston, &c.

Three miles north is the farm of Col. Bellows, which contains 700 acres. The house of the proprietor enjoys a fine situation on a ridge rising from the meadow, near where stood the fort erected by Col. Bellows, when, about the middle of the last century, the settlement was begun.

Bellow's Falls. The height of this fall is inconsiderable, but it is, on the whole, a striking object; surrounded by rocky banks, and having an abrupt mountain on the eastern side. The place has also been much ornamented by art; for, besides the village, with its neat white houses and handsome church, a canal has been dug round the falls, a bridge thrown over them, and the rugged side of the mountain decorated with a handsome country seat.

The rocks are of the most firm and solid gray granite, but are much cut by the force of the current. In some places holes have been bored into them perpendicularly, two or three feet in diameter, and 12 or even 18 feet deep. This is done by the motion given to the loose stones by the eddies of the stream, and the gradual enlargement of the bore sometimes breaks off great masses of the rock. These falls were once the favorite resort of the Indians during the fishing season. On the rock just below the bridge are some remains of their rude attempts at sculpture, which represent the form of human faces; and from one on the end of the stone, which appears to have suffered less from the attrition of the floods, it would seem as if they might once have been more finished specimens of sculpture than they now appear, as that presents considerable prominence and beauty of execution.

The *Hunt Farm* is about $3\frac{1}{2}$ miles from the falls, and is a large and valuable estate, the meadows being rich and beautiful in the extreme.

Charlestown. This is one of the prettiest little villages in New-England: having a wide street, partly shaded with trees, and lined with neat houses, many of which speak the taste, as well as the easy circumstances of their proprietors.

The fort, built for the defence of the place in 1743, stood on the gently rising ground a little south of the church, where the street runs; but not a vestage of it is to be discovered. It was most gallantly defended by Captain Stevens, in 1747, against a large number of French and Indians: although repeatedly called upon to surrender, the

garrison persisted in the defence, digging into the ground to shelter themselves from the enemy's fire, and, after several days, succeeded in driving them away. Capt. S. received a sword for his bravery.

Mr. Jarvis's Farm, at Wethersfield Bow, on the west side of the river, is very extensive, and contains a number of large buildings for dwellings, barns, stables, &c., principally of brick. The land is generally fenced with roots of pine trees, dragged from the ground, by which the soil is rendered fit for immediate cultivation, and unencumbered.

The road beyond affords some romantic scenes. The hills approach the river very nearly, and several views are caught between them, of the mountain behind Windsor, which is about 2000 feet in height, and divided into three peaks, whence, it is said, it derived the name of Ascutney, which in the Indian language, means three brothers.

WINDSOR is a fine and flourishing town, in a very picturesque situation, particularly when viewed from the opposite side of the river; and contains a good stage house, kept by Pettes, a number of stores, some elegant houses, two or three handsome churches, and the State Prison.

This latter building is of granite, on the hill in the western part of the town. It is planned after the old and ill-devised system. The stones are secured against removal, by having six pound cannon shot placed between them, holes being cut into the stones to receive them.

Mount Ascutney. A part of the way up this mountain a road has been cut, and the traveller will be richly rewarded for the labor of his ascent. *From the nature of the soil, he cannot, indeed,*

expect to behold a scene like that from Mount Holyoke ; but there is a great deal that is fine in the appearance of the surrounding country, rough, and interspersed with villages and cultivated tracts, with the Connecticut winding through it.

THE GULF ROAD. [Those who are going westward from this part of the river, are counselled to take the Gulf Road to Burlington, on Lake Champlain, to which a stage coach runs. Although the route is through the chain of the Green Mountains, the way is remarkably smooth and easy, following the courses of the White and Onion rivers, which have cut deep channels through the rocks.] You have, however, first to go sixteen miles along the western bank of the Connecticut to

White River. Here great quantities of lumber are brought down, sawed on the stream, and sent by the Connecticut in rafts to the country below.

The road up the White River lies along the north bank, and passes through several beautiful and flourishing villages. The valley, though narrow, wears the same aspect of the Connecticut. This was one of the courses formerly chosen by the Indians of the north in their commerce with those on the borders of that river, before the arrival of Europeans ; and, with the exception of a short portage, between the White and Onion rivers, they brought their furs from Canada by water. During the Indian and French wars, this route was frequently used for more hostile purposes ; and captives were taken from these settlements so late as the Revolutionary war. The scenery is interesting and various all along the route.

Royalton, a pretty village. This place was burned, Oct. 16th, 1781, by 300 men, principally Indians, who came down from Canada. They killed two men and took away six prisoners to Montreal.

Randolph is considered one of the most beautiful towns in Vermont, and a stage coach likewise passes that way.

Gulf. The entrance of this remarkable passage from the east, is under the brow of an abrupt mountain, where a branch of White River flows along by the road in a gentle current.

The Gulf road extends six miles, and the ground is so level that it has been proposed to make it the course of a canal. On the height of land is a pond, from which flows a stream into the valley. Part of it joins the White River, and part the Onion River.

Montpelier is the capital of Vermont, and a very pretty town. It contains the *State House*, a *Court House*, an Academy, and other public buildings.*

* *History of the State*.—The first discovery of Vermont was made in 1609, by Samuel Champlain, who after establishing a colony at Quebec, proceeding up the rivers St. Lawrence and Sorel, explored and gave his own name to the lake which washes the western part of the state. In 1734, the government of Massachusetts erected Fort Dunmer, in the town of Brattleborough, on Connecticut river. The first settlement in the western part of the state was commenced by the French in 1731, in the town of Addison, and at the same time they erected a fort at Crown Point. The government of New-Hampshire began to make grants of townships within the present limits of Vermont in 1749, at which time the settlement of Bennington was commenced, and at the same time a violent controversy ensued between the New-Hampshire grants and the province of New-York. The first convention of the state met at Dorset, in 1776, and the first constitution was adopted by a convention assembled at Windsor in July, 1777, but the organization of the government did not take place until March, 1778.

The difficulties between Vermont and New-York were amicably set-

From Montpelier to Burlington, the road pursues the course of Onion River nearly the whole distance, and affords a succession of hilly and mountainous scenery, such as is characteristic of the state.

There are two remarkable *Water Falls*, near the road. The *Upper Fall* is in the midst of a wild scene, the water pouring over broken rocks, between two high and perpendicular banks. At the *Lower Fall* the channel is obstructed in such a manner by several large rocks, that the stream is turned alternately from side to side, in a zig zag course. A few miles before reaching Burlington, the road leaves the river, which bends away further towards the north. At its mouth is an extensive and fertile meadow, which may bear a comparison with those on the Connecticut.]

HANOVER, 21 miles above Windsor, is remarkable as the seat of

DARTMOUTH COLLEGE, an institution which holds a very respectable rank for learning and influence, the number of its pupils, and the ability of its officers. It was founded for the education of Indians, and was named after William, Earl of Dartmouth. It possesses a large tract of land, which, however, is unproductive. Two new college buildings and several of the houses about the green are very neat, and the ground being

tied in 1790, and the next year she was admitted into the confederacy of the states.

Schools in Vermont.—Vermont has 1612 school districts, each of which is required to have a school three months in twelve, independently of the public money, though each township has school land, the income from which, with a share of the money raised by general tax is appropriated to schools, and pays about half their expense in the state. There are about 30 Academies and Grammar Schools.

elevated, the place is pleasant. The bills for tuition here are \$33 a year.

The *Medical Institution* is a brick building, a little north from the square. The number of scholars in the college is generally about 140.

The road between Hanover and Haverhill, 28 miles, presents few objects of much interest; the country not being thickly populated, and no villages intervening, except Oxford, which has several very neat houses.

The *Strafford Copperas Works* are nine miles north of Norwich. One of the buildings is 287 feet long. The ore is pyrites, taken from a stratum in a hill overlaid by a crust of ferruginous earth containing petrified leaves, &c. The ore is broken and thrown into heaps, for about two months, when it gradually undergoes a chymical change, emitting spontaneous fire and fumes of sulphur. It is then leached in tubs, and the water, after boiling, yields crystals of copperas, of a rhombic form and a beautiful green color. The manufactories produce about 10,000 tons annually.

HAVERHILL. There are three villages in this town, but the northern one is where the Boston road comes in, and where there are two good inns. The situation is elevated, and overlooks the meadows for some distance. The distant scenery is here very fine, as Moosehillock Mountain and several others are in plain view, and serve as an introduction to the White Mountains, which we are approaching.

On the opposite side of the river is *Piermont*, where is a *Sulphur Spring* of some local celebrity, with a building for baths. Some distance

south of it is a large house, in an agreeable situation, for the accommodation of visitors.

The *Great Ox-bow* is a meadow containing about 500 acres, lying in the town of Piermont on the western bank, and in the form of a crescent. The soil is fine and valuable; but from the comparatively small extent of the meadow, it cannot be compared with that of Hadley.

At Bath is the handsome residence of Hon. M. P. Payson, and an excellent inn kept by Carleton.

From *Bath* to the *White Mountains*, there are two roads, one of which turns off through Lisbon, Littleton,* Bethlehem, Breten Woods, Nash and Sawyer's Patent, and Shadbourn and Hart's Patent.

Such is the wildness of the country, that we can do little more than enumerate the places. The road is in many places rocky, and in others rough, on account of the logs which have been laid down to support it, and the remains of the stumps of trees. But it is more direct and much less mountainous, than that which passes through Lancaster. It does not, however, afford that fine view of the Connecticut Valley, nor of the ranges of mountains which there surround it, like a magnificent amphitheatre.

[*Franconia*. This is a secluded village among the mountains, 5 miles from Bethlehem, where iron is manufactured to a considerable extent. It is at the foot of Haystack Mountain, which is about half-way between Mount Washington and Mooselillock—20 miles from each. The stage

* At Littleton is an excellent inn. Distance from Hanover, 60 miles; from E. A. Crawford's, 18.

coach passes on the road to Concord and Boston by Plymouth, N. H.

The *Haystack* may be ascended by any traveller disposed for arduous enterprises. A footpath turns off from the road about 6 miles from Franconia, which conducts to the summit, 3 miles. The first two miles are through thick hemlock, hachmetac, spruce, &c. then $\frac{1}{2}$ mile stunted trees, and the rest bare rocks. Near the spot where the path begins is a remarkable *Lusus Naturæ*, formed by a rock on the side of a mountain, which bears a resemblance to the human face in profile. This eminence, called *Profile Mountain*, is 4 miles south of the lower iron works. The forest shrubbery extends to the margin of the bare rocks much in the proportion of the bust of a man. It is called the "*Old Man of the Mountain*." The precipice is 600 or 1000 feet high, and rises from the side of a pond, which is a source of the Pemigewasset river. More than fifty peaks, it is said, may be counted from the top of the Haystack.

[LANCASTER is a very pleasant town, and the last on the river which merits that name. The surrounding mountains form a noble scene, superior to every other of this nature along its course.

The Canada line is only 40 miles north, and lies along the Connecticut. The following are the towns: Northumberland; Stratford; Columbia; Colebrook; and Stewartstown.]

[Having now completed the route up Connecticut River, we return to Long Island Sound. For other routes and places, see Index.]

NEW-LONDON, CONNECTICUT. Entering New-London Harbor, (in a steamboat,) on the left is the Lighthouse, and the dwelling of Gen. North, once aid-de-camp to Baron Steuben. The shore beyond is inhabited by fishermen, whose boats (called smacks) are generally to be seen in great numbers.

Fort Trumbull occupies a point beyond, and is garrisoned by the United States. It was taken in the revolutionary war, as well as the town, and *Fort Griswold*, which stands on the high hill opposite, marked by a fine monument. Looking up the River Thames, the prospect is handsome, the banks being high and cultivated, and backed by Horton's Hill several miles distant, in the Mohegan country.

The harbor of New-London is one of the most accessible, safe, and commodious in the United States, lying near the Ocean and the Sound, almost surrounded by high land, and having water enough for ships of war quite up to the wharves, with a fine sandy bottom near the shores. It serves in some degree as the port of Connecticut River, because there is no good harbor there; and a great deal of trade was carried on with the West Indies a few years ago.

New-London is the third town in Connecticut for the number of inhabitants, and enjoys the privileges of a city. It is situated irregularly, principally at the foot of a hill facing the east.

There is a road hence to Providence, and another from Norwich, (13 miles up the Thames,) both equally uninteresting, and nearly of equal length. The river, however, affords some very

pretty scenes, and Norwich is a neat and interesting town.

Fort Griswold, opposite New-London, was garrisoned by a few continental troops in the year 1781, in the Revolution, when Benedict Arnold, after his treacherous desertion of the American cause, appeared off the harbor with a British force on the 6th of September; and landing 800 men on each point of the harbor, marched up and took Fort Trumbull, and burnt the town. Col. Ayres, who commanded the troops on the eastern shore, proceeded towards Fort Griswold, and demanded a surrender. Col. Ledyard, however, had garrisoned it with 120 men, chiefly militia volunteers from the neighborhood. The British advanced under cover of a wood, and invested the fort; but the Americans defended themselves for some time, beating off their enemies once, and finally surrendered, when resistance would have been entirely useless. The enemy had lost 41 officers and men, who were buried near the spot; with Col. Ayres, the commander, wounded, and Maj. Montgomery killed. After the surrender, however, a massacre of the prisoners took place, which cast the deepest disgrace on the expedition: 70 officers and men being the victims, most of whom were heads of families. Many of the wounded were also treated in a most barbarous manner, being placed ~~in a cart~~, and rolled down the hill just south of the present road to the fort. There has been built by subscription a monument on the spot, an obelisk, 120 feet high, which cost about \$14,000.

Road from NEW-LONDON to PROVIDENCE.

Fort Hill is a commanding eminence, about 4

miles east from this place, and a Pequod Fort formerly occupied its summit. The road crosses it near the southern limit of the fort, and a small church stands a quarter of a mile above, within the extensive space once enclosed by that palisaded work. It was the great fortress of the terrible Pequod nation, which makes a very conspicuous figure in the early history of the eastern colonies. They had fought their way from the interior, and seated themselves in the present limits of Groton, where the few poor remains of their descendants still are found. On the arrival of the English, they had extended their conquests a considerable distance up Connecticut River, and the Eastern and Western Nehantics on the coast were subject to them.

In consequence of the murders they had committed, and the attacks with which they threatened the infant settlements at Hartford, Windsor, and Wethersfield, the inhabitants formed an expedition in the spring of 1637, led by Capt. Mason, attacked their other fort on the Mystic, burnt it, and killed about 600 persons: after which the nation fled from their country; and having suffered another terrible slaughter in the swamp at Fairfield, were reduced to slavery, and ceased from that time to be an object of terror.

This hill commands an extensive and delightful view of Long Island and the Sound, with various islands, bays, and points on the Connecticut coast. At the time of the burning of Mystic Fort, it was occupied by the chief Sachem Sassacus, who hastened to the relief of his subjects, but arrived too late to render them any assistance. On his return

here, he burnt the wigwams and palisadoes, and immediately fled for refuge to the Mohawks, by whom he was beheaded.

Mystic, 7½ miles.

Stonington, 10 miles.

On descending the hill which leads into this village, Porter's Rock, 30 or 40 feet high, is seen a little off the road on the right-hand. Under the shelter of it Capt. Mason encamped with his little army, on the night of May 26, 1637, old style, a few hours before his successful attack on the second Pequod Fort, which was on the top of a hill about two miles south of this place.

During the last war, a small fort in this town was attacked by a ship and two brigs of Com. Hardy's squadron, and defended by the inhabitants with great gallantry.

Hopkinton, 11 miles. *West Greenwich*, 15 miles. *Centreville*, 2 miles. [Here are several cotton manufactories.] *Providence*, 11 miles. (See page 266.)

Steamboat Route from NEW-LONDON to NORWICH.

A little above New-London, is a singular rock, on the east side, where the explorers of the river are said to have landed, and to have been attacked by the Pequods. The Moheagan country lies above, on the west side, with *Horton's Hill*, on the top of which Uncas had a fort, where an Indian church now stands. It is a very commanding position, and overlooks the surrounding country. During the late war, the government ships *Macedonian*, *United States*, and *Hornet*, which were in the river, lay moored here for a length of time, and their guns were drawn up by oxen to the top

of the hill, on the east shore, above the little cove. A small battery was also constructed on the little spur projecting from the hill in front. 3 or 4000 militia were stationed on the opposite shore for their further security.

Massapeague Point, just above. Here the river is quite narrow, opening northward into a small lake.

There is a small *island* on the eastern shore, on which is a stone cottage, built by the soldiers for a poor family which resided here during the war. It lies at the entrance of a pretty cove, which makes up a mile, called *Kiah's Cove*. Commodore Decatur brought the ships up here, for still greater security against the British cruising off New-London harbor. Above this place, the river has been impeded by sand, washed down by the Shetucket River, and attempts have been made to remedy it by building piers.

Trading Cove, 1 mile above, is a handsome little bay, making up into the Indian country, and derived its name from the barter formerly carried on here between the white men and the Moheagans. Uncas, the Sachem of Moheagan, was believed to be of Pequod descent, but in a state of successful revolt at the time the English became acquainted with him. His chief residence was near this cove, now the centre of the Indian Reservation; but the burying ground of the royal family was near Norwich Landing (which is in sight from this place.) He had conquered the country as far north as about the present Massachusetts line, but became an early friend of the whites, and rendered them important services, particularly in war, as did his successors, the later Moheagan Chiefs.

Before this part of the state was settled, Uncas was once so closely besieged by his enemies the Pequods, that he suffered extremely from a scarcity of provisions, and was relieved by a man named Leflingwell, who was despatched from Connecticut with a boat loaded with provisions. In gratitude, Uncas gave him a large part of the present town of Norwich for this important service. There is a rock still pointed out on the shore, and called Uncas' Chair, where the Sachem is said to have sat and watched the arrival of his friends.

Fort Hill derived its name from a small stone fort, erected in old times by the Indians. The poor remains of this tribe reside on the lands secured to them by the state government, and live in all the ignorance, idleness, and thriftlessness common to Indians in this part of the country: melancholy testimonies of the degradation to which the most active human minds may sink when every impulse to exertion has been stifled, and no new incitement extended.

NORWICH contains three villages, of which *Chelsea Landing* is the principal, and is remarkable for its singular situation, as well as for its appearance of business, which is much favored by the numerous manufactories in the neighboring country. The *Plain* is about a mile north, and a very pleasant place.

On the way thither is seen the *Cove*, at the upper end of which are the *Falls of Yantic*, which pours over a ledge of granite about 40 feet high, and supplies several manufactories with water. A rock, 70 or 80 feet in height, overhangs the stream, whence a number of Narragansett Indians

once precipitated themselves when pursued by the Moheagans.

The Burying Ground of the Uncases is on the elevated bank north of the Cove, on the grounds of Judge Goddard. There are stones marking the graves of numerous members of the royal family of the Moheagans, and a few of them bear English inscriptions. The family is now extinct. Uncas, the old friend of the white men, is buried here. He and his nation were the only steady allies they ever found among the Indians, steady and powerful enough to render them very essential service. He was a man of extraordinary talent, and withal extremely politic; but he refused to join the general insurrection under King Philip in 1675. This plain was the principal summer residence of the Moheagans.

The Flannel Factory is 146 feet by 40, 5 stories high, with a bleaching house, and dying house, and makes 5000 yards a week. There are also the *Carpet, Pottery, Paper*, and other factories.

The Cotton Manufactory is at the mouth of the Yantic, and the sum expended in buildings and machinery very great.

About a million and a half of dollars have been invested here. 1600 bales of cotton were manufactured annually, producing more than a million yards of cloth; 5 or 600 tons of iron made into nails, nail-rods, &c. and 150 or 200 tons of castings made from pig iron. 10,000 reams of paper have been made in a year, besides machinery, linseed oil, &c. Here are two school-houses and two churches.

Canal. Surveys were made in 1825 for a Canal

to run from Norwich parallel to Connecticut River, up the Quinebaugh River to Massachusetts. The supply of water is considered abundant at all seasons, and the tract of country through which it is to pass extremely favorable. It is to pass through Springfield, Palmer, Western, Brookfield, Sturbridge, Southbridge, and Dudley, to the Quinebaugh.

ROAD FROM NORWICH TO PROVIDENCE.

The road follows the course of the Quinebaugh River for some distance, through a hilly tract of country, and near a fine cataract in that stream. At the distance of $1\frac{1}{2}$ miles from Norwich, it passes

Sachem's Field. This is an elevated plain, on which a battle was fought in the year 1643, between about 900 Narragansetts. (who inhabited Rhode Island,) and 500 or 600 Moheagans. The Sachem of the former, Miantonimo, intending to chastise Uncas for his adherence to the English, secretly advanced into his country with an army; but Uncas was aware of his approach, and met him on this plain where both parties halted. Uncas stepped forward alone, and challenged Miantonimo to decide the quarrel single handed. This, as as he expected, was refused; and while his enemies were not prepared, he gave a signal by falling down, when his men instantly sat up a yell, discharged their arrows, and rushed forward. The Narragansetts fled, and many of them were killed. Uncas captured Miantonimo himself, but the haughty Indian would not ask for quarter nor speak a word. He was taken to Hartford, and after a trial, was delivered to Uncas for execution.

He was brought back to this place, and while marching across the field was tomahawked on a spot a little east of the road, where a heap of stones for many years marked the place of his burial.

Jewett's City is a small manufacturing place, 7 miles from Norwich.

PLAINFIELD is a pleasant village; the inn is large and good, and overlooks a fertile plain, through which is the route of the proposed canal to Brookfield, *Mass.*

On crossing the line to Rhode Island, the country becomes uninteresting. There are no villages deserving of the name, and there is nothing worthy of particular notice, except one or two small manufactories.

PROVIDENCE. *See page 266.*

NEWPORT.

This place possesses one of the best harbors in the United States. The entrance is guarded by the Dumplings Fort and Fort Adams; and the scenery about it is agreeable.

Fort Adams, on Brenton's Point, is one of the most important fortresses in the great plan of coast defences, which have been for some years in the progress of construction. It was to cost, on an estimate, \$170,000, and to embrace an extent of 130 acres. A range of guns is to line the shore towards the west, as far down as the first rising ground. The outer wall will be 40 feet in height, and extend nearly three quarters of a mile, enclosing about 19 acres. The works will mount 150 cannon, in connexion with the redoubt on a neighboring hill. The foundations and trenches have been cut into rock or hard clay, with a range of subterranean galleries.

Other works, in connexion with Fort Adams, are proposed on the opposite shore, the Dumpling Islands, &c. which would render the port secure as the principal rendezvous for our navy north of the Chesapeake. If not entirely secure from a land attack, the neighboring country would soon afford it abundant relief. This fort is thought not inferior, either in plan or importance, to any in the United States, unless Fort Calhoun.

Fort Wolcott is on Goat Island, opposite the town.

Newport extends about a mile along the shore. The situation has many advantages; and this with the cheapness of rent has begun to render it the temporary abode of many strangers during the warm season.

The Windmill, an old stone tower on the top of the hill, is a conspicuous object, although long disused. There are four churches visible; and the *Library*, a small but neat and correct specimen of architecture in the upper part of the town, is worthy of attention.

The Poor House is on Coaster's Harbor Island, about a mile above the town, which contains 80 acres. The building is three stories high, of stone, and contains 50 or 60 poor. Those who are able, work on the land, and others at different manufactures; but most of them are women, and some superannuated. The keeper receives fifty cents a week for the board of each, which is paid by the town, to which the products of the labor are credited. Since this establishment has been formed, the expenses of the poor to the town have been reduced one half.

The beach behind the town, like the whole circuit of the city on the land side, was defended by a line of troops, batteries, &c. during the possession of it by the English in the revolutionary war; and the opposite high grounds were occupied by the American army, whose head-quarters were on Taumony hill, a mile and a half, or thereabouts, from the town; an elevation which affords an extensive view on every side.

During the possession of the place by the enemy, the trees, as well as about 900 houses, were cut down for fuel; and although the island is admirably calculated for the growth of fruit trees, and was, before that period, quite covered with the finest orchards, it is now so divested of trees of every description, as to appear remarkably naked and monotonous for an American scene. The fertility of the ground, and the excellence of the crops, however, as well as the neatness and precision with which the fields are cultivated, and regularly divided by fine stone walls, present a picture of agricultural beauty rarely paralleled in the United States. The island, 14 miles long, and not 3 wide, contained in 1827 more than 30,000 sheep.

Fort Green is a little battery erected on the water's edge, about a mile above the town.

Mount Hope, famous as the ancient royal residence of the Wampanoag Indians, and particularly as the abode of King Philip, and the scene of his death, is seen from a few miles beyond Newport, towards the north east. It rises in Warren, on the shore of an arm of the bay, and will be particularly described hereafter. The view of it is soon afterward cut off by the intervention of Pru-

dence Island, which is about five miles in length, and presents the same fertile soil and gently swelling surface as Rhode Island. The inhabitants are few, as are those of *Patience* and *Hope*, islands of a much smaller size. *Despair* is a cluster of rocks on the left, near the island of *Hope*, the north end of which is 20 miles from Providence.

An extensive mine of anthracite, or incombustible coal, was opened a few years since near the north end of the island, in Portsmouth, about two miles from Bristol Ferry.

The vein is about 4200 feet one way, 115 another, and 4 feet in thickness. It lies on an inclined plane; and three other veins are supposed to be of equal extent. The excavations are liable to be flooded in wet weather, by which the working has been a good deal impeded.

PROVIDENCE.

This is the second city in New-England, both in population, wealth, and beauty. It contained in 1830, 16,833 inhabitants, and is beautifully as well as advantageously situated at the head of navigation, on the river of the same name. It contains several handsome churches, a theatre, an arcade, (on Westminster-street,) and many fine houses.

In boring the earth in this town, in 1828, from the end of the earth, the auger passed through the artificial soil—then through a stratum of mud—then through bog meadow, containing good peat—then through sand pebbles and quartz gravel. At this point water impregnated with copperas and arsenic broke forth; next struck a vineyard and *drew up* vines, grapes, grape seeds, leaves, acorns, hazlenuts, pine burs, and seeds of unknown fruits,

together with pure water. This was 35 feet below the bed of the river !

BROWN UNIVERSITY is built on the summit of a high hill, the ascent to which is not very easy, although it is laid out in streets, decorated with some of the finest houses in this part of the country, dispersed among spacious gardens, and mingling the delights of the country with the splendour of a city. There are two brick buildings belonging to this institution, which command a fine prospect.

The town was settled by Roger Williams, who left the older colonies in consequence of a disagreement in religious doctrines. He built his house on the shore, near the present Episcopal church. Many of the society of Quakers or Friends afterward joined him, whose descendants form a large share of the population of the state.

The *Academy* is a large institution, near the College, established by the Friends.

The schools of Rhode Island were in a very low condition from the earliest times until 1828, when \$10,000 annually was appropriated to them, and the 31 towns were allowed to double their proportion by a tax, which they have done. In 1831, \$21,490 was expended : there were 323 schools, and 17,034 children taught. There are several academies, &c., the principal of which is the Friends' Boarding School at Providence, established by the Yearly Meeting of New-England, directed by Professor Griscom, with 117 male and 70 female pupils.

[*Taunton*, 32 miles from Boston, next above *Dighton*. A great quantity of cotton is manufactured here, and there are extensive works in iron.

The power is supplied by five dams on the west branch of Taunton river. The highest manufactories of the river are built of wood; the next of stone; the third of brick. There are two brick dams; and the printing establishment is among the last. There is also a manufactory of Britannia ware, &c.

Sampson's Hotel, at Marlborough Ponds, is a pleasant resort, half way to New-Bedford.]

Manufactories in New-England. There were said to be in 1828, about 400 buildings in this section of the United States, devoted to the spinning, weaving, and printing of cotton; 135 for Massachusetts; 110 for Rhode Island; 80 for Connecticut; 50 for New-Hampshire; 15 for Maine; 10 for Vermont. They were supposed to contain on an average 700 spindles: which gives a total of 280,000. They worked perhaps 280 days in a year, and used 140 lbs. of raw cotton to each spindle; which would give a total of 39,200,000 lbs., or 98,000 bales. In one third of the manufactories the weaving was done by power looms; in one third by hand; and the others sent their yarn to the middle and southern states, where it was woven by hand under contractors, or in families.

Not more than 275 cotton manufactories were supposed to be in operation in the remaining parts of the United States.

BLACKSTONE CANAL, which was completed in 1828, and extends to Worcester, Mass. runs along the course of the Blackstone River for several miles. That stream is seen on leaving Providence, and lies west of the road to Boston. The canal is 45 miles long, 18 feet wide at the bottom, and 34

feet at the surface. There are 48 locks, all built of stone, which overcome a rise and fall of 450 feet. The size of the locks is 82 feet in length, and 10 in breadth; and the cost of the whole work was about \$550,000. The water is chiefly derived from the Blackstone river; but there are large ponds at different parts of the route, which can be drawn upon at any time.

The road between Providence and Pawtucket, 4 miles, is one of the best in the United States; as the law requires that all the income above 10 per cent. shall be devoted to repairs; and the travelling is very great. It is hard and smooth, and is to be furnished with a convenient side-walk the whole distance.

PAWTUCKET is one of the largest manufacturing places in this part of the country. The banks of the river are varied and somewhat romantic; while the fall, which is under the bridge, furnishes a most valuable water power. Cotton is principally manufactured here, though there is machinery devoted to other purposes. The first spinning by machinery in this country was done on a very small machine in 1785, in Providence.

Attleborough. The inn stands on the spot once occupied by a block house, built on the frontier of the Indian country before Philip's war. Opposite is an old burying ground, which contains the body of the first man killed here by the savages. The largest button manufactory in the United States is in this town.

Walpole. Here the stage coaches usually stop to dine or breakfast.

Dedham, 10 miles from Boston, is a large and

beautiful village, with regular and well built streets, and some quite elegant houses. Fisher Ames lived in the second house on the left hand, as you enter the village.

[*Blue Hills.* This is a pleasant retreat, about 7 miles from the city of Boston, and much resorted to in the summer season; as a large house of entertainment has been erected at the foot of the mountain, whence the place derives its name; and the summit, which is considered 800 feet above the level of the ocean, commands a fine and extensive view. A small house has also been built on the top, where the view is the finest, for the temporary repose and supply of visitors. On the northern side, the view embraces, in a clear day, the Green Mountains in Vermont, and the White Mountains in New-Hampshire, with a wide extent of country between: Nahant, and in general, all Boston Bay, is seen eastwardly, and near at hand.]

The hills are seen on the right from the road, a few miles south of Boston.

Quincy Railway. This is the first work of the kind which was constructed in the United States. It is 3 miles long, and leads from the quarries of granite to navigable water, for the transportation of stone to Boston. The descent from the commencement to the wharf is 86 feet. This railway was opened for use on the 16th September, 1826, and has been since constantly used for the transportation of granite. One horse has drawn 22 tons, including the weight of the two wagons, from the quarry down to the wharf; but the ordinary load of a horse is from 12 to 15 tons.

Roxbury. On the neck which leads to Boston, we pass the remains of the entrenchments thrown

up by General Washington, in 1776, to shut the British troops up in the town; and a little beyond them is the place where General Gage previously drew up his line across, to command the communication between it and the country. The country on both sides retains marks of the American forts, redoubts, &c., and Dorchester Heights on the east are crowned with the works thrown up by Washington, which commanded Boston and the anchorage; and forced the enemy to evacuate the place. Embarking here in their fleet, they went around to Long Island, and soon after entered New-York.

BOSTON.

Hotels. Tremont House.* The Exchange. Marlborough Hotel, &c.

Boston contains an uncommon proportion of fine buildings, particularly private residences: for it not only possesses much wealth, but also much taste and public spirit. The finest buildings are of whitish granite, brought from the shores of the Merrimack River, being found in abundance at different places, from Chelmsford to Concord, N. H. It is transported to Boston by the Middlesex canal, and is not only beautiful and lasting, but obtained at a moderate price. It is found very durable when exposed only to the elements; but fire soon disintegrates and ruins it. The Quincy granite is also excellent.

The Athenæum. Under the patronage of weal-

* Tremont House is the most splendid hotel in the United States. It makes a fine appearance, contains 180 rooms, and is conducted on an excellent plan. A part of the establishment is appropriated to private parties and families, and has a distinct access, through a different street, with no communication with the main body of the building.

thy and generous friends of the arts and sciences, for whom Boston has long been conspicuous, this valuable collection of books, coins, and medals, has by rapid degrees risen to a grade of eminence among the libraries of the country. In addition to the numerous and voluminous works before in the possession of the institution, subscriptions have been made within a few years to procure complete copies of the transactions of the Royal Societies and Academies of Sciences in London, Edinburgh, Dublin, Paris, Petersburg, Berlin, Turin, Gottingen, Stockholm, Copenhagen, Madrid, and Lisbon. Any person, by paying \$10 a year, may enjoy the liberty of reading books in the rooms of this institution; but only proprietors and life subscribers have the privilege of taking them away. The library however is free to strangers introduced by proprietors, and may then be visited by them alone at any time. Most of the valuable periodical magazines of Europe are regularly received; as well as those of the United States, and newspapers from all parts of the country. The Exhibition and Lecture rooms are in a building in the rear. The Academy of Arts and Sciences have a room on the first floor, and there is a picture gallery on the second.

The Market is constructed of granite, and is of the following dimensions: a centre building 74½ feet by 55, with wings, extending in all 536 feet, with a fine façade at each end, with granite columns of single pieces, 21 feet high, and weighing each 14 or 15 tons; a row of granite buildings on each side, 4 stories high, for stores, more than 500 feet.

In State-street are the Banks, Insurance Offices, and 'Change.

The Common is a fine piece of ground, on the south-western side of the city, and one of its greatest ornaments. The surface is agreeably varied by a few gentle undulations, and it is decorated with rows of handsome dwelling houses on two sides, while on the third it is bounded by the bay of Charles River, and affords an extensive view in that direction, embracing a tract of cultivated hilly country.

The State House is the principal object seen in approaching the city, and stands on a considerable eminence at the north side of the Common. It has a double range of columns in front of the main building, and a large dome on the top, to which a somewhat intricate staircase leads, affording the most extensive view of Boston and the surrounding country which is to be found.

Chantrey's Statue of Washington. In this beautiful specimen of the genius and skill of the greatest British sculptor, Boston possesses a treasure. It was finished and sent to America in 1827, and a new apartment was constructed for its reception, adjoining the Doric Hall in the State House. The total expense of the statue and building amounted to about \$16,000. The sculptor received of this \$10,000. The entrance from the Hall into the edifice is through arched passages, which afford the visiter a full view in approaching and from various points.

The hills at Dorchester, Roxbury, Brighton,

Cambridge, Charlestown,* &c. together with the numerous islands which protect the harbor, form an amphitheatre, very regular and beautiful, when seen from the top of the State House; and the villages which are seen in every direction, almost entirely line the shore.

The Navy Yard, at Charlestown, encloses 60 acres, and enjoys many advantages in its situation. It has a high stone wall on the north; and near the water stand a large warehouse of brick, several arsenals, magazines of stores, the residence of the superintendent, and three very large ship-houses, each large enough to hold a hundred-gun vessel, with the stages, &c. The Dry Dock is very large. The foundation is made with piles, driven three feet apart, supporting layers of timber, plank, and stone. The stone work will amount to about 500,000 cubic feet.

Gen. Gage, in 1775, ran a breastwork across Roxbury neck, which is very narrow, in order to command the only land communication with the neighboring country, and then continued those acts of oppression upon the people, which exasperated the colonies so much against him. Contributions were sent in for their relief from all parts of the colonies.

On the 17th of June, 1775, while the forces which had repaired to this threatened scene had their head-quarters at Cambridge, a body of men, principally formed of detachments from Massachusetts and New-Hampshire regiments, having fortified themselves on Breed's Hill, (an eminence of about

* At Charlestown is the State Prison, which has lately been greatly improved, on the best plans.

70 feet, behind Charlestown,) manfully disputed the ground with the British troops sent over from Boston to occupy it. The loss was great on both sides, particularly on that of the assailants, who were driven back in three attacks. The boldness of these raw troops, and the success with which they so long withstood the charges of the regulars, were of the utmost use, by encouraging the country, and by convincing the English that they were fighting a powerful foe. The battle usually goes by the name of Bunker's Hill; but should, in strict propriety, be called after Breed's Hill, as the latter is a distinct eminence, although, perhaps, a spur from the former.

The British landed near a point, just beyond where the navy yard is now seen; and the American defences consisted of a small earth redoubt on the top of Breed's Hill, and a double rail fence, stuffed with new hay, extending from it to the water. Some remains of these works are still to be traced. A British sloop of war lay, during the action, in Mystic River, beyond the navy yard, and kept up a cross fire upon the low neck, which connects the peninsula of Charlestown with the mainland.

The 17th of June, 1825, the fiftieth anniversary of this battle, was commemorated with very appropriate ceremonies; and the corner stone of a monument was laid in an angle of the old redoubt, on Breed's Hill, with Masonic ceremonies. A large number of Revolutionary officers and soldiers assembled; and the monument is to be erected at the expense of private contributions.

Bunker Hill Monument. The base (a mass of

14,000 tons weight,) is laid 13 feet deep, and has six courses of stone to the surface—the first of which is 50 feet on each side. Above this a pyramidal obelisk, 30 feet square, is to rise tapering, 213 feet 4 inches on the ground, and to be 15 at the top. It will be composed of 80 courses of stone, each 2 feet 8 inches thick. A winding stone staircase in the inside will lead to the summit, whence the view will be fine and highly interesting. The whole is to be built of granite from Quincy. The largest block in it is said to be of the following dimensions: 11 feet long, 5 broad, 2 feet 8 inches high, with a weight of ten tons.

After the battle of Bunker's Hill, the Continental troops were drawn in a more complete line around the town of Boston; and numerous intrenchments may still be traced out on most of the hills in the vicinity: but it was not till Gen. Washington succeeded in occupying Dorchester Heights, which command the harbor and town from the south-east, that the British embarked in their ships, and evacuated the place.

Dorchester Heights were occupied on the night of March 4, 1776. Eight hundred men formed the van; then followed carriages, and 1200 pioneers under Gen. Thomas, 300 casts of fascines and gabions, and guns in the rear. Two forts were formed by 10 at night, one towards the city, and the other towards Castle Island. Preparations were made for an attack by the British, and for defence by the Americans; but the weather prevented the design of the former, who consisted of 10,000, and they embarked for New-York. The town was pillaged, and 1500 loyalists removed. It was evacu-

ated and possessed, March 17: ammunition, &c. being left by the British.

The *Massachusetts General Hospital* is near the Charlestown Bridge.

Bridges. Some of the most striking objects in the neighborhood of Boston, are the bridges which lead from it to various points. There are no less than five principal ones, besides several branches. The expense at which they have been constructed and are kept in repair is very great, and they furnish great facilities for strangers desirous of making excursions to the surrounding country.

Education. Schools have existed in New-England from early times, being supported by law and free to all classes. A law was passed by the colony of Massachusetts in 16— that a school should be kept six months in the year, in every town or district of 50 families, (or if several schools something equivalent to 6 months instruction;) in those of 100 families, 12 months; 150 families, 18 months; and that the towns shall raise by tax the funds necessary for their support. A committee of 3, 5, or 7 men superintends the schools in each town. About one person out of 3½ in the state attends a public or private school; and in 1832 only ten persons were found unable to read. There are 62 incorporated academies or high schools in the state, supported by public and private endowments: the oldest and best endowed of which, is Phillip's Academy at Andover. There are also many flourishing Academies unincorporated. The public schools of Boston are in some respects the best in the Union. The primary schools are however generally defective. There are about 7500

children instructed in the public schools in Boston, as follows—There are seven Grammar schools, in which were about 500 pupils. There were 200 boys in the Latin school, and 140 in the High school. The 57 primary schools contained, in 1828, 3436 children between 4 and 7 years of age, taught by females, &c. &c. In some of these the monitorial system has been introduced. The public expense incurred in instructing nearly 7500 children is \$54,500 annually. There have since been established several Infant schools, under the direction of a society of ladies.

The *Farm School*, a little out of the city, is a sort of House of Refuge, connected with a farm, which has been conducted with very satisfactory success, and is worthy of a visit.

An Asylum for the Blind is established in Boston.

Villages. The vicinity of Boston presents a succession of villages, probably not to be paralleled for beauty in the United States. They are generally the residence of a number of the most opulent citizens during the pleasant seasons, and many of the buildings are fine and expensive. The grounds are also frequently laid out with great taste, and highly cultivated; so that no stranger, who has leisure, should fail to take a circuit through them, at least for a few miles.* The public coaches may be found convenient. There are several manufac-

* *The U. S. Marine Hospital* at Chelsea opposite Boston, is a fine building, erected out of the Hospital collected from seamen in the merchant service. It is 105 feet long, 50 wide, three stories high, and cost \$30,000. Here temporary relief is afforded to American Seamen who had paid Hospital money, (unless affected by contagious diseases,) and foreign seamen are admitted at the price of 75 cents a day.

turing establishments in this vicinity, among which *Waltham* is conspicuous. [In some places on the coast salt is made from sea-water.*]

Mount Auburn.

Cambridge, 3 miles from Boston, is the seat of the oldest, and one of the principal colleges in the United States. The village is very pleasant, and contains the residences of the numerous professors. The college buildings are numerous, and the older ones venerable in their appearance. This institution is the most richly endowed in the U. States, and has educated many of her most distinguished men. Hon. Josiah Quincy is the President.

NAHANT, 14 miles. This is a very pleasant and fashionable resort, during the warm months: being a fine situation, open to the sea, of easy access by land or water, and furnished with several houses for the accommodation of visitors, particularly the large hotel. A steamboat runs thither in the summer, and there is a fine road which passes round the bay through the shoemaking town of Lynn, along Lynn beach, and then turns off to the promontory of Nahant, which is a point of rough rocks of considerable elevation. You may cross Charlestown bridge, and visit Bunker's Hill at setting out.

The passage in the steamboat affords a fine view of Boston bay, with the city; Dorchester heights on the south, Bunker and Breed's Hill on the northwest, and many other interesting objects. Among

* *The Salt Manufactories of Massachusetts* are worth about two millions of dollars, and make about 600,000 bushels a year, by solar evaporation.

the islands which form the defence of the harbor, is that which contains Castle Williams, and one or two other fortified ones ; Rainsford Island with the Marine Hospital, part of it quite elevated, but containing only a few acres. Salt is made at Deer Island where you pass through a narrow and crooked channel, and wind-mills are sometimes used to pump the water.

The ground near the hotel at Nahant, has been laid out and ornamented with as much taste as the exposure of the situation will permit. The cupola on the top commands a fine water scene ; and during a strong wind from the sea, the waves are high and magnificent, breaking wildly against the rocks. Pea Island, south-westerly, and Egg Island, east, are prominent and rocky.

The *Baths* are at a little distance from the hotel, and quite commodious, furnishing one of the chief attractions of the place.

The *Spouting Horn* is a hollow in the rocks, on the shore, east of the village, where, at half-tide, the waves throw the spray ten or fifteen feet into the air.

The *Swallow's Cave* is a remarkable aperture in the rocks, not far from the landing place. It is 60 or 70 feet long, and in one place about 20 feet high. The tide rises in it, and it is visited by swallows ; and there are several other caverns of a similar character, produced in the course of ages, by the constant attrition of the water. Seats are conveniently disposed at different places, in the most commanding points, from which the truly *striking* objects around are seen to great advantage. *The rude shores and the smooth beach can be best*

examined at low tide ; but those who are fond of sublime scenes, should omit no opportunity to visit them when the wind is high, particularly in a moon-light night.

Railroads.

PLYMOUTH, 36 miles S. S. E. from Boston.—This place is highly interesting from its history, being the site of the first settlement made by the New-England Pilgrims in 1620, on the 22d of December. A mass of granite rock is still shown on which those stepped who first landed. It has been divided, and a part of it remains buried near the shore in its natural location, while the upper part is removed into the centre of the village.

A handsome building was erected here in 1820, in which the New-England Society hold their annual celebrations of that interesting era in the history of the country. Burying Hill, which rises near at hand, is the spot where a small fort was erected by the settlers, and where the graves of several of them are still to be found. The banks of the brook south of the hill were the scene of the first conference with Massasoit, a friendly and faithful Indian chief, from whom the name of the Bay, and subsequently that of the state was derived. Manumet point is a promontory on the south side of the harbor ; and a small island on the opposite of it was the spot where the pilgrims first placed their feet on shore in this vicinity, after having previously landed on Cape Cod.

The young and feeble colony suffered extreme distresses here, from the severity of the climate, (against which they were unprepared, as they had sailed for a more southern region,) and the want

of provisions. Nothing but the assistance of Massasoit preserved them from extinction.

Sandwich, a favorite resort for fishing and sea air, is a few miles below Plymouth. There is a good inn kept by Mr. Swift.

ROUTES FROM BOSTON.—Coaches go in so many directions, that a choice may be made between a great many, all of them pleasant; in setting out for a tour to the westward, or towards the city of New-York:

In the first place, the noble scenery of the *White Hills* may be taken in the way to Lake Champlain, Canada, the Springs, or Niagara; or in making the more circumscribed route of Connecticut River. Next, those who choose a more direct way, may avail themselves of the road through Concord, Keene, and Windsor; or its branches to Charlestown or Walpole. The last is now much travelled, as it is one of the shortest routes between Boston and the Springs, and leads through a number of interesting places. Besides these, are the roads to Albany or the Springs, through the following different places: Brattleborough, Bloody Brook, Greenfield, Northampton, (and New-Lebanon;) Springfield and Hartford. To strangers it will be proper to remark once more, that the route of Connecticut River presents at once a scene of fertility, population, good habits, and intelligence, on the whole, superior to any other tract of country, of equal extent, in the U. States; with correspondent accommodations for travellers. The scenery is rich and varying, and cannot fail to please, wherever it is seen: but those who can *first pass through the Notch in the White Moun-*

tains, will find its beauties greatly enhanced by the contrast. Since the devastation caused by the flood in 1826, the road has been so much repaired as to be very good; and great improvements have been made at E. A. Crawford's, in the ascent of Mount Washington, and in accommodations. At Hadley and Northampton, is the most beautiful part of the whole river; and for the other routes, we can only refer to the Index for the descriptions of the principal towns through which they pass.

East of Boston, the country is of a different, and too often of an opposite character, presenting few objects of importance, except the seaports through which the chief road passes.

There is a line of *Steamboats to Maine and New-Brunswick.*

The Road to Portland and through the most populous part of the state of Maine will be given; but being of less interest to most travellers from this city, will be placed towards the end of the volume, while we turn our attention to the principal routes leading west and north from Boston.

TO ALBANY, THROUGH WORCESTER, NORTH-AMPTON, AND LEBANON SPRINGS.

Watertown, like almost all the villages in the vicinity of Boston, presents many neat country seats and an aspect of rural beauty and fertility.

Framingham.—Here is a large and well kept hotel, where the stage coaches stop, and a place of great resort. (20 m. from Boston.)

WORCESTER, 20 m. (*See Index.*) LEICESTER, 9 m. SPENCER, 6 m.

Brookfield was settled Nov. 10, 1665; and for several years the only towns on the west were

Hadley, Northampton, &c. while there was no white settlement between it and Canada. The stage coach passes over a long hill in West Brookfield, which was the place where the settlement began. A few yards west of a white house on the north side of the road, was a house built for defence, called the Fort. In August, 1675, this place was suddenly beset by several hundred savages. The inhabitants had been imposed upon by the appearance of friendliness shown by the Hassenemesit Indians, and on their way to their fort, a few miles distant, were ambushed and pursued, so that they barely escaped. The house in which they all assembled was besieged, and was several times in imminent danger. On one occasion a cart, loaded with hemp, &c. and set on fire, was pushed up to the house with long poles, when a sudden shower came up, in time to extinguish the flames. The fortunate arrival of Capt. Mosley, with a small troop of horsemen, delivered the inhabitants. All the houses having been burned, and the war soon beginning to rage with violence, the settlement was evacuated.

West Brookfield, at the bottom of the hill, is pleasantly situated, with several ponds in the neighborhood, which, with the fish and fowl they furnished, were the principal attraction of the savages, who were very numerous in this tract of country. These ponds give rise to the Quabaug river, which, after a course of some miles, takes the name of Chicopee, and joins the Connecticut at Springfield.

Four miles east of Brookfield you reach a height of land, which affords a varied and extensive view,

with a succession of hilly country immediately around you.

WARE FACTORY VILLAGE is situated in a little valley, with an excellent inn.

Belchertown, 9 miles.

Amherst, 7 miles. The shortest road to Northampton does not pass the *College*. (*See Index*.)

Hadley, 5 miles.

ROUTE FROM BOSTON TO THE WHITE MOUNTAINS.

The first day's journey is to *Concord* or *Dover*, both in New-Hampshire. The former route is recommended.

There are three roads to Concord, on all which there are stage coaches. (All necessary information concerning them, can be readily obtained at the Hotels.)

The first is through *Cambridge*, (where is *Harvard University*, see *Index*,) and *Lexington*.

The second is through *Charlestown*, and joins the other on the Merrimack.

The third is through *Andover* and *Haverhill*, Mass.

The distance is from 68 to 70 miles, and the fare \$3 50.

Besides these there is a boat on the *Middlesex Canal*, which has heretofore left the upper locks in Charlestown, (two miles from Boston,) three times a week, and goes to Chelmsford in about nine hours: 28 miles, passage 75 cents. This mode is not particularly recommended.

Several places on these roads will be particularized.

LEXINGTON is remarkable as the place where the first blood was shed in the Revolutionary war. On the 19th of April, 1776, Gen. Gage sent a body of troops from Boston, to seize a powder house at Concord, belonging to the colony; and the inhabitants were warned of his design, but they unexpectedly made their appearance at half past 4, coming on at a quick step, within a mile and a

quarter of the church. The alarm guns were fired, drums beat, and 50 or 60 militiamen assembled on the parade. The British brigade halted about 120 yards from the church to load, and then passing the east end of the building, discovered the Americans, who were ordered at the moment, by their commander, Capt. Parker, to "disperse, and take care of themselves," but "not to fire." As some of them loitered, the British troops rushed towards them, huzzaing. Major Pitcairn fired a pistol at them, when about 30 yards distant, after they had been called "rebels," and ordered them to lay down their arms and disperse. Another officer, who was within a few yards of them, then brandished his sword, and ordered the troops to "fire," which was obeyed at the second order; and the fire being returned, it was kept up on the dispersing men until they had all disappeared. Eight were killed, and ten wounded. (Gen. Gage falsely stated that the British were first fired upon.)

After the regulars had fired a volley, from the green behind the church, and given three cheers, they proceeded to Concord. On their return, being hard pressed by sharp shooters, they burned three houses, a shop, and a barn, killed three more men, and wounded one.

ANDOVER is a small village, situated on high ground, 20 miles from Boston, and the site of *Philips Academy and Theological Seminary*, which are three-fourths of a mile east from it, on the summit of the ascent. There are three large brick buildings, belonging to the Seminary, which make a conspicuous figure from different parts of the surrounding country, and command a view of

great extent, bounded on the west by the Temple Hills in New-Hampshire, backed by the Monadnock, about 60 miles off; and on the south by the Blue Hills. A little elevation near by affords a view of the Atlantic Ocean, from about Newburyport to Cape Ann, with part of Salem; and northwest is a distant peak, which is supposed to be Ascutney, in Vermont.

The academical buildings are distinguished by the names of Philips Hall, Bartlett Hall, and the Chapel. In the upper part of the latter is a library of 5 or 6000 volumes. The Professors' houses are opposite, with a spacious green intervening between the Seminary and the street; and there is also a large inn. The Academy and Seminary are not connected, although they are under the superintendence of the same board. The term of instruction in the latter embraces three years. The number of students in the former, in 1828, was 108.

HAVERHILL is a small town, pleasantly situated, on the north bank of the Merrimack, the shores of which, for some distance below, present a beautiful and fertile slope to the water. A draw-bridge crosses the river, with a roof to protect it from the weather.

22 LOWELL, 12 miles from Boston, by the *Railroad*. This is one of the greatest manufacturing places in the United States, and one of the most astonishing rapidity of growth. In 1813 the first cotton factory was erected here, which cost only about \$3,000. Larger ones were founded in 1818; and two years after, the "Merrimack Manufacturing Company" made a purchase of build-

ings and ground. The falls are 30 feet high, and a little below the spot where the Middlesex canal commences, leading to Charlestown, near Boston; and round them the Company improved an old canal, (at the expense of \$120,000,) for the supply of their water wheels. There is power enough for 50 factories with 3,500 spindles each. The place is now a large village, laid out with remarkable uniformity. The population in 1830, was 6,474.

Lowell is situated at the confluence of Merrimack and Concord rivers, 25 miles N. W. from Boston; the foundation of the second factory here, was laid in 1822, at which time there were only 300 inhabitants.

The whole amount of capital here invested, is \$6,150,000. The number of large mills in actual operation, is 19. These mills are each about 157 feet in length and 45 in breadth, of brick, five stories high, each story averaging from 10 to 13 feet. number of spindles, 84,000; looms 3000; 1200 male and 3800 female operatives; cotton used per annum, 20,000 bales. The number of yards of cotton goods of various qualities made annually, 27 million. The quantity of wool manufactured annually into cassimeres is about 150,000 pounds, making 150,000 yards. Amount paid for labor to all the operatives, \$1,200,000 per annum. New mills are constantly erecting. 5,000 tons of Anthracite Coal are annually consumed in the various establishments, besides other fuel.

The great water power is produced by a canal a mile and a half long, 60 feet wide, 8 deep from its commencement above the head of Pawtucket

Falls, on the Merrimack, to its end in Concord river. Entire fall 32 feet. The water is taken from this canal by smaller canals, and conveyed to the factories, and thence into the Merrimack. There is room and water power sufficient for 50 more large factories.

There is another canal round the falls of the Merrimack, 90 feet wide and 4 deep. 30,000 kegs of powder, of 25 pounds each, are made annually at the Concord works, 1 mile from the town. Lowell communicates with Boston by means of the Middlesex Canal and a Railroad. Population 12,000.

Chelmsford is one of the principal manufacturing places in the United States.

Manufactories in New-Hampshire. So recently as 1810 there were but 12 cotton manufactories in this state, with 5955 spindles; and only about two million yards of woollen, cotton, flaxen, and tow cloth were made in them and in private families during that year.

Great Falls Village.

NASHUA VILLAGE, in Dunstable, 33 miles from Concord. The fall in the Nashua river is 65 feet, and the power equal to about 65,000 spindles.

DOVER is one of the principal towns in the state, and contains several manufactories, although the supply of water is by no means abundant at all seasons.

About five miles above Dover, at Salmon River Falls, is a village containing four manufactories, of different sizes, from 63 to 390 feet in length, and of five and six stories in height.

CONCORD is the capital of New-Hampshire, and a very fine and flourishing town. It is much

the largest the traveller will see before reaching the White Mountains, and for a great distance beyond them.

The town is situated principally on one street, which is of a great length and very convenient breadth, with many respectable houses; and runs parallel with the Merrimack, which is at only a short distance on the east.

The *State House* near the middle of the town, surrounded by a handsome stone wall, is built of hewn granite from the quarry, and is a neat edifice, 100 feet long, with a large hall on the first floor, and on the second the Senate and Representatives' Chambers, with the committee rooms, state offices, &c. &c. The view from the top is extensive.

The *State Prison* is built at a short distance from the State House, and bears a still greater appearance of solidity and strength.

There is an Academy in Concord, with several churches. Farmer & Moore's Gazetteer of New-Hampshire is the best companion for a traveller in this state. In 1828, the Legislature of New-Hampshire divided the literary fund among the towns, to be appropriated by them according to their discretion.

The *Common Schools of New-Hampshire* are chiefly supported by a tax, which has yielded for several years \$90,000, or about \$1 for each child of school age. Besides this however, there is an income of above \$11,000 from the literature fund, and something to most of the towns from school lands. There are above 1,700 school districts, 1,601 school houses, and one person out of $3\frac{1}{2}$ of

the whole population attends school. There are 35 incorporated, and several unincorporated Academies. The Philips' Academy at Exeter, the Union Academy at Plainfield, and the Baptist Theological Academy at New Hampton, are best endowed.

From what may have been observed of the granite rocks along the road, the stranger must have admired their superior quality, and the freedom and precision of their fracture, wherever the wedge is judiciously applied. Great quantities have been transported to Boston, and other cities farther distant, for building stone. A large rock, which was cut in pieces in 1823, sold for \$6,129 in Boston. This single rock made 10,500 feet of facing stone and ornamental work—and the aggregate weight of all the blocks (smooth hewn) was 550 tons, it having lost only 50 tons in being prepared for the market, after it was brought to the prison yard. The fine blocks broken out of the old boulders, for the posts of fences, as well as for steps, mill stones, &c. must have shown the excellence of the granite of this part of the country. The same characteristics, in greater or less degrees, will be found to attend the whole of the granite range of the White Mountains, till its last appearance about Bath, on Connecticut river.

The *Merrimack River* has been rendered navigable, by various improvements, from Concord to Chelmsford, where the Middlesex Canal opens a communication directly to Boston, 28 miles. Small manufacturing villages succeed each other along the banks wherever the canals round the falls and rapids afford water-power. Some of them we have noticed.

Roads. The traveller to the White Mountains will go to Alton and there enter the Steamboat on the Lake, which runs to Centre Harbor.

Several lines of stage coaches meet in this town. From Boston, Portsmouth, Plymouth, Haverhill, and one to Burlington, &c.

[From Plymouth a stage wagon goes through Franconia Notch to Littleton. The road follows the Pemigewasset, through fine, magnificent scenery. The country, however, is almost uninhabited until reaching Franconia, where are iron works, and a curious profile on a mountain, called the Old Man of the Mountain. (See *Index*, Franconia.)

There is a road on each side of the lake towards Conway.

Two roads from Concord lead to Meredith Bridge Village—(Badger's) 24 miles distant: one by Sandbornton bridge (Tilton's,) 15 miles—the other by the Shaker village (Shaker's Inn and Coggsell's,) 12 miles.

From M. B. Village, delightfully situated between two bays, and on the beautiful river that never freezes, it is nine miles to the shore of the Lake at Meredith Cove, and thirteen to Centre Harbor. (Center's and Moulton's.)

Before arriving at the lake, the prospect is varied with many of those noble elevations which rise to such a height of grandeur and sublimity as the traveller proceeds; and the frequent glimpses afforded between the sloping hills, over the beautiful lake below, by a happy contrast increase the effect.

WINNIPISEOGEE LAKE.

The number and diversity of the islands with which the lake is spangled, will be objects of particular admiration. They are countless for multitude, and in size present all gradations between a single rock and a surface sufficient for several extensive farms. Iron ore is found in Gunstock Mountain, south of the lake.

CENTRE HARBOR. The traveller will be amply rewarded, if the weather be fine, by stopping at least a day to make an excursion to the top of

RED MOUNTAIN. This eminence may be about 1500 feet in height, and is accessible for about two-thirds of the way in a carriage or on horseback, though not without some difficulty, on account of the steepness and roughness of the road. Indeed, the path is very rocky for half a mile or more before reaching the base of the mountain, and the hardy pedestrian will prefer to leave his horse at the main road, before turning off by the mill. The traveller should direct his course towards a little notch he will see about three-quarters of the distance up. Thence he must turn towards the left, and follow a path to the summit. An early visit is recommended, as the scene is much improved by an oblique light, and the morning is on several accounts to be preferred. The following sketch of the scene was noted down on the spot.

North, the eastern end of Squam Lake, and part of a pond lying near it, with the range of the Sandwich Mountains behind, stretching off towards the east, with numerous dark brown peaks, partly cultivated about their bases, and enveloped

above with forests, excepting their summits, which are generally divested of verdure. Far beyond these appear several loftier peaks, which might be mistaken for the White Mountains, were they visible from this point. An intermediate peak with rocky precipices may be *White-faced Mountain*.

East-North-East. The eye ranges up the spacious valley through which lies the way to the White Mountains; and the road which is to conduct the traveller seems diminished to the dimensions of a garden walk. *Chocaway*, or *Carroway Peak*, rises on the left; while the noble ridge of the *Ossipee* Mountains begins nearer on the right with a beautiful display of farms, interspersed with woodlots and dwellings, which in many places have encroached far towards the summits, and in others pursue the slope of the fertile uplands to the valley at their feet. Numerous elevations appear at a greater distance, and range themselves in lines to complete the perspective of a most magnificent vista. A prominent mountain, scarcely less distant, is called *Pickwacket Mountain*, by the Saco River, near the place where Captain Lovel fought his well-known battle with the Indians; and the fine valley between is the country passed over in that fatal expedition, both in the approach and the retreat.

East. The view abuts upon the *Ossipee* Mountains, and no variety is afforded until we turn to the

South-South-East, where *Winnipiseogee Lake* lies charmingly spread out to view, varied by numerous points and headlands, and interspersed with beautiful islands. Several distant elevations

appear, and the sloping land just mentioned extends for several miles along the shore, spotted in all directions with large barns and farm-houses. There numerous points run out far into the water, to complete the labyrinths formed by the islands. Gunstock Mountain rises one point east of south, just on the left of which opens the entrance of Merry-meeting Bay. On the right of that is Rattlesnake Island, and over this the distant land appears high. South-by-west rises a high hill resembling the Ossipee.

The *South-West and West* is agreeably varied with wood-lots and cleared fields, scattered over an undulated surface, which extends for many miles, in some places quite to the horizon, and in others to the broken boundary of tall but distant mountains. In the south-west appear two or three peaks, almost lost in the blue of the sky. Nearly west are several ridges of inferior magnitude, which, approaching as the eye slowly moves towards the left, at length come near the lake, and disappear behind the neighboring mountains.

Long Pond may be distinguished by its shining surface between the west and south, with several other little sheets of water, which lie in tranquility under the shelter of the hills.

Winnipiseogee Lake is 501 ft. above the sea and 19 miles in length, from Centre Harbor to Alton, at the south-eastern extremity. Merry-meeting Bay extends 4 miles beyond. Several of the islands are large, and contain good farms, although only two or three of them belong to any town, or pay any taxes. Some of their names are Rattlesnake, Cow, Bear, and Moon Island; also, Half

Mile, One Mile, Two Mile Island, &c. &c. None of them contain churches or school-houses.

The trout of Winnipiseogee Lake, vary from 1 to 4 pounds in weight, while those of Squam Lake are between 4 and 10. They are sometimes caught of nearly double this size. The trout fishery is chiefly carried on during the winter, when great quantities are salted for the Boston market. Perch also abound and are remarkably fine.

Geology. The sides of Red Mountain are covered with half decomposed granite. (On the southeastern side of the lake a bed of porcelain clay has been discovered, which is probably derived from a similar source.) The granite is speckled with hornblende and black mica. No rocks are seen *in situ*, except near the summit, where they bear a gentle dip towards the north, and are slightly tinged with reddish quartz and felspar.

The hue of the shrubbery in autumn has given the mountain its name. The summit is strewed with loose fragments; and musketoes and *black flies* often abound there.

A few days may be spent at Centre Harbor very agreeably, in making excursions in the neighborhood, or in sailing upon the lake, which abounds in the most interesting variety of scenes. On leaving this place by water, at the distance of five miles, the White Mountains rise into view above the intermediate peaks, and continue in sight quite across the lake.

A few deer are still found in some places in the neighborhood, but being protected by law, and still more by their scarcity, are very rarely taken.

ROUTE FROM CENTRE HARBOR TO CONWAY.

Proceeding north-east from Centre Harbor, you enter the valley between the two chains of mountains seen from the top of Red Mountain, and pass through Moultonboro' and Tamworth. The surface is irregular, and much of the land uncleared; but settlements have extended far up the sides of some of the mountains, and farms are occasionally discovered quite at the top. The features of the scenery are bold and striking.

Eaton Meeting House. Two miles northwardly from this, *Ossipee Lake* may be seen by leaving the road; but it has nothing very interesting in its appearance.

Near Atkinson's inn is the Lead Mine, discovered three or four years since. A shaft has been sunk about 50 feet, with a horizontal drift, and the ore is good.

CONWAY, 6 miles from Eaton. The view of the White Mountains is very fine from this place, presenting a succession of lofty ridges, the most distant of which are the peaks of Mounts *Washington*, *Adams*, *Jefferson*, *Madison*, *Monroe*, and *Quincy*. The most prominent elevation on the right, with two summits, is Kearsarge, or Pickwaket: a level meadow lies in the foreground, with an isolated, woody hill in the middle, and the Saco River, which rises on Mount Washington, and flows down a narrow valley, with many meanderings.

[The White Mountains are interesting, and worthy of attention from every side in which they are brought under the traveller's view; and if any one should wish to visit them from the town of

Adams, he may be gratified by pursuing a path not unfrequently trodden before. The mountains present a steep acclivity in the direction channelled by numerous avalanches which have rushed down at different periods. The Pinkham road runs at their base: and the New River may be seen, which was thrown out of its natural channel in 1776, by an immense slide, or avalanche; and has been restored to it by that of 1826, whose ravages were so wide-spread and tremendous.]

THE CHALYBEATE SPRING. Turn off from the road to the west about 2 miles north of Abbett's inn in Conway, cross the Saco, and enter a field, where it is found. A house is kept in the neighborhood by Mrs. *M' Millan*. The country abounds in scenes attractive to persons of taste. A little church is situated in a secluded and romantic valley; and the place is destined for a fashionable resort.

The place is off the road and may be missed. It is in a valley, with mountains on every side except the south-east. From near the church, the White Mountains are in sight. Two or three miles above, the Saco valley bends to the left, and Ellis's River comes down a narrower vale in front. Up the course of this stream was formerly a route by which the highest peaks were ascended. A foot-path leaves it in Adams, and goes on to Shelburne, &c. It is 7 miles to Hall's, in Bartlett.

FRYEBURGH, (which may be visited,) in its extent of six square miles, embraces a rich and beautiful valley, secluded on every side by a wild and mountainous range of country. The Saco River, taking its rise on Mount Washington, and flowing

through the Notch in the White Hills, passes down the valley to Conway, where it finds the termination of the southern range; and then turning abruptly to the east, soon enters the charming meadows of Fryeburgh, and performs a serpentine course of no less than 36 miles within the limits of the township.

The *Indian Fort* was on a gentle hill at the western side of the village, which commands a view of the Saco valley six miles up its course, and six miles down.

LOVEL'S POND is on an isthmus, about one mile south-east from the village, and is memorable as the scene of one of the most severe and disastrous battles in the old partisan warfare against the Indians.

The Portland Road passes along the western side of the pond, and affords a view of it near its north end, the place of the action.

In 1725, Captain Lovel was induced to undertake a secret expedition through the wilderness against the Pickwaket tribe of Indians, who, instigated by the French, had committed many depredations on the frontier, so that the general court of Massachusetts had offered 100 pounds each for their scalps. His company consisted of 30 or 40 men, with young Mr. Frye for their chaplain, from whom this town received its name. They passed up Winnipiseogee Lake, then to Ossipee Pond, where they built a blockhouse, and placed their stores; then following up the course of the Saco, encamped at the mouth of Mill Brook at the north-west corner of Lovel's Pond, on the night preceding the battle, intending to cross the isthmus, and fall

upon the Indian Fort. The next morning they deviated from their route, and the Indians having discovered the encampment, and the way they had gone, formed an ambush, fired upon them on their return, and killed eight men. The white men retreated to the north-east corner of the pond, where is a narrow strip of land, and defended themselves till night; and the remains of the unfortunate expedition returned through the forest, suffering from hunger and fatigue, and some of them from wounds.

The *Stage Coach* from Conway to Portland passes through Fryeburgh, Hiram, Baldwin, Standish, and Gorham. The coach to Concord goes through Conway.

A tremendous catastrophe occurred among the White Mountains on the night of Aug. 28th, 1826. A storm of rain, unprecedented, deluged the principal peaks of the mountains, and poured such an inundation upon the valleys and plains below, that it is commonly attributed to the "bursting of a cloud." The effects produced by the flood will remain for centuries exposed to the eye, and afford opportunity to observe, in some places, the structure of the mountains, where their interior has been laid bare by the falling of vast quantities of earth and rocks. Geologists and mineralogists, too, may expect to meet with curious and valuable specimens, among the enormous wrecks they will observe on either hand.

The inundation was so great and so sudden, that the channels of the streams were totally insufficient to admit of the passage of the water, which consequently overflowed the little level valleys at the feet of the mountains. Innumerable torrents im-

mediately formed on all sides ; and such deep trenches were cut by the rushing water, that vast bodies of earth and stones fell from the mountains, bearing with them the forests that had covered them for ages. Some of these "slides," as they are here popularly denominated, (known among the Alps as "*avalanches de terre*,") were half a mile in breadth, and from one to five miles in length. Scarcely any natural occurrence can be imagined more sublime ; and among the devastation which it has left to testify the power of the elements, the traveller will be filled with awe at the thought of that Being by whom they are controlled and directed. The timber was often marked with deep grooves and trenches, made by the rocks which passed over them during their descent from the mountains ; and great heaps of trees are deposited in some places, while in others, the soil of the little meadows is buried with earth, sand, or rocks, to the depth of several feet. The turnpike road leading through this romantic country, was twenty miles in length, but was almost entirely destroyed. Twenty-one of the twenty-three bridges upon it were demolished ; one of them, built with stone, cost \$1000.

The *Willey House* (which will be seen in the centre of the mountains,) was the scene of a most melancholy tragedy on the night above mentioned, when this inundation occurred. Several days previously, a large "slide" came down from the mountains behind it, and passed so near as to cause great alarm, without any injury to the inmates. The house was occupied by Mr. Calvin Willey, whose wife was a young woman of a very interest-

ing character, and of an education not to be looked for in so wild a region. They had a number of young children, their family amounting in all to eleven. They were waked in the night by the noise of the storm, or more probably by the second descent of avalanches from the neighboring mountains; and fled in their night clothes from the house to seek their safety, but thus threw themselves in the way of destruction. One of the slides, 100 feet high, stopped within 3 feet of the house. Another took away the barn, and overwhelmed the family. Nothing was found of them for some time: their clothes were lying at their bedsides, the house not having been started on its foundation: an immense heap of earth and timber, which had slid down, having stopped before it touched it; and they had all been crushed on leaving the door, or borne away with the water that overflowed the meadow.

Bartlett is a comfortable village, situated in a rich valley, or interval, of about 300 acres, where the view is bounded on every side by near and lofty mountains. The inn of the place is kept by 'Judge Hall.' There is another interval among the mountains westward, which, although it contains much good cleared land, has been converted into a common, in consequence of the difficulty of making a good road to it. Pursuing still the course of the narrow valley, against the current of the Saco, the country is found uncleared, except two or three pretty little meadows; and destitute of inhabitants, excepting only three or four poor families, until arriving at

THE WHITE MOUNTAINS.

CRAWFORD'S FARM, seven and a half miles south of the Notch. Here the traveller will be cheerfully and comfortably entertained. The water rose in this house two feet in the flood of 1826. This is the place from which visitors formerly began their excursions to the summit of the mountains; but the best place is at the new house near the Notch.

Prospect Mountain, one of the principal peaks, presents itself to view a little before arriving at the first Crawford's, with its smooth rounded summit of brown moss, rising several hundred feet above the region of vegetation, and offering an aspect which distinguishes these from the other elevations.

The climate in this narrow valley is so warm as to favour the growth of various trees which are scarcely to be found a few miles further north. The forests are here formed of spruce, ash, beech, maple, sugar maple, &c. Mr. Crawford has about 100 acres cleared, and raises Indian corn very well, which will not come to maturity beyond. His orchard contains 700 apple trees. This is one of the principal stopping places for the sleighs, which pass the mountains in great numbers during the winter, for Portland, Boston, &c. There are sometimes 80 horses in the stables.

Nancy's Hill is a small elevation a few miles north of this place. In 1773, a young woman of respectable connexions, who accompanied a family of settlers to Dartmouth (now Jefferson,) set out in the winter to return to Portsmouth, alone and on foot. There was then no house nearer than Bartlett, 30 miles. Nancy was found by some travellers in this spot, frozen and covered with ice,

under a hut formed of branches of trees, which was the only shelter to be found on the way.

THE WILLEY HOUSE is in a secluded little valley about 5 miles north of Crawford's, and was long the only building in a distance of 12 miles. It has sometimes been uninhabited during the summer season, in the winter a family occupied it to keep a fire, lodgings, and a little food, for travellers and wagoners, who might otherwise perish. See page 302.

There is a place near the *Notch*, where the road, had been built up on a wall 40 or 50 feet high, and about 30 yards in extent, at the expense of \$500. This whole fabric was swept away by a mass of earth, rocks, and trees, in the flood, which came from half a mile up the side of the mountain, and rushing down at an angle of about 45°, precipitated itself into the bed of the Saco, which is nearly 300 feet below.

The road rises with a steep ascent for a considerable distance before it reaches the *Notch*, and the traveller observes two cataracts, one pouring down a precipitous mountain at a distance on the west side of the valley, and the other, which is called the *Flume*, rushing down on the right-hand, and crossing the road under a bridge. The scenery is sublime and impressive beyond description. Just beyond is another *Flume*. About 150 yards beyond is the first great slide seen in coming from the *Notch*.

THE NOTCH is so narrow as to allow only room enough for the path and the Saco, which is here a mere brook only four feet in breadth. It is remarkable that the Saco and the Ammonoosuc

spring from fountains on Mount Washington, within, perhaps, 60 yards of each other, though the former empties into the Atlantic, and the latter joins Connecticut River. Another branch of the Ammonoosuc approaches the Saco in one place, within about 600 yards. They are both crossed beyond the Notch. The head waters of the Merrimack rise within about a mile and a half of this place ; and run down a long ravine, little less remarkable than that of the Saco.

The Notch Meadow. Here a house has been recently erected, at which the traveller will find accommodation, and where it is recommended to him to take up his quarters during his stay. It is situated on a small meadow, probably formed at an early period, when the water of the Saco was set back and overflowed the neighboring surface, before the convulsion occurred by which the Notch was formed, and a passage was opened to it. A traveller arriving at this spot from the westward, can hardly paint in his own imagination an adequate picture of the wild and magnificent objects which await him along the route ; and he who has already passed among them will never be able to erase the impression from his memory.

A road was first made through the Notch in 1785. It was 50 or 60 feet higher than the present turnpike, and so steep that it was necessary to draw horses and wagons up with ropes. The assessment for the turnpike was made in 1806.

Two rocks stand at the sides of this remarkable passage, one 20, and the other 30 feet, in perpendicular height. They are about 20 feet asunder, at 6 or 7 yards from the north end ; then they open

to 30 feet. The part which appears to have been cut through is about 120 feet long. From the Notch meadow after a ride of $4\frac{1}{2}$ miles, the traveller reaches

Ethan A Crawford's House. The master of the house also will act as a guide, and is qualified for the office, both by his intimate acquaintance with the way, and the various kind attentions and amusing anecdotes with which he knows how to relieve the tediousness of the ascent. The best arrangement is to set out in the afternoon, spend the night at the wigwam or "*Camp*," ascend the mountain early in the morning, to have the benefit of the view by sunrise, and return to the inn before the ensuing evening. It is 6 or 7 miles to the "*Camp*," 3 of which are passable in a carriage, and the rest on horseback.

MOUNT WASHINGTON. The ascent of the mountain was formerly a most arduous undertaking, and was very rarely performed, but even ladies have since been enumerated among those who have gained the summit. The whole way lies through a perfect forest. The first 6 or 7 miles are over a surface comparatively level; but the last two miles and a quarter are up an ascent not differing much from an angle of forty-five degrees.

The time to perform the different parts of this excursion may be estimated as follows :

	<i>hours.</i>
From the inn to the camp,	2
Thence to the summit, 2 miles and 93 rods, 2 or 2½	
Returning from summit to camp,	1½
Thence to the inn,	2
The streams of the Ammonoosuc River, which	

are to be crossed seven times, show the ravages of the inundation of 1826, but a comfortable bed, and a fire, (if the weather be chill,) will be found very welcome at

THE CAMP, 6½ miles from Crawford's. Here provisions of different kinds will be produced, and even cooked by a cheerful fire; and fine trout may be obtained from the romantic little stream which dashes by within a short distance.

The ascent of Mount Washington begins just at hand. The first part of the way is through a thick forest of heavy timber, which is suddenly succeeded by a girdle of dwarf and knarled fir-trees, 10 or 15 feet high, and 80 rods, or about 450 yards broad; which, ending as suddenly as they began, give place to a kind of short bushes, and finally a thin bed of moss, not half sufficient to conceal the immense granite rocks which deform the surface. For more than a mile, the surface is entirely destitute of trees. A few straggling spiders, and several species of little flowering plants, are the only objects that attract the attention, under the feet. The following heights are stated to be those of the different peaks, above the level of Connecticut River at Lancaster: Washington, 5,350; Jefferson, 5,261; Adams, 5,183; Madison, 5,039; Monroe, 4,932; Quincy, 4,470. Mount Washington is believed to be more than 6,400 feet above the ocean.

In a clear atmosphere the view is sublime, and almost boundless. The finest part of it is towards the *south-east and south*. Looking down the valley, through which the road has conducted us, a *fine succession* of mountainous summits appear for

many miles, extending beyond the bright surface of Winnipiseogee Lake.

Towards the *south-east* also, the eye ranges over an extent of surface, which quite bewilders the mind. Mountains, hills, and valleys, farm houses, villages, and towns, add their variety to the natural features of the country; and the ocean may be discovered at the horizon with the help of a telescope, although the sharpest sight has never been able to distinguish it without such assistance. In that direction lies Portland, the capital of Maine; and nearer, Lovel's Pond.

On the *north-east* is seen the valley of the Androscoggin River, which abounds in wild and romantic scenery, and was the usual passage by which the Indians, in their hostile incursions from Canada, used to approach the eastern frontier settlements of Massachusetts and New-Hampshire. Beyond, are the Ktardin Hills, near the extremity of Maine.

North, the country is more wild and uncultivated; and the Umbagog Lake is seen, from which flows the Androscoggin.

West, the nearer view is over a mountainous region, covered with a thick forest, through which only an occasional opening is perceived, formed by the farms (or clearings) of the hardy inhabitants. Beyond, the hills are seen to rise from the opposite shore of Connecticut River, the surface of which is every where hidden from view, and the summits, rising higher and higher, terminate in the ridges of the Green Mountains in Vermont.

South-westerly is seen the Grand Monadnock.

The Indians knew the White Mountains by the

name of Agiocochook, and regarded them as inaccessible, or at least represented them so to white men.

THE LAKE OF THE CLOUDS is a little pond, near the summit of Mount Monroe, of beautiful clear water; and supplies the head stream of the Ammonoosuc River. This little current immediately begins its descent, and dashes in a headlong course of several thousand feet, into the valley near the encampment.

Geology. Loose fragments of granite are every where scattered over the mountain, with some specimens of gneiss. The granite is generally gray, and at first fine-grained, but grows coarser as we ascend, and is occasionally sprinkled with small garnets. At the summit it frequently contains a little black tourmaline, sometimes in crossing crystals. On the summit, also, some of the granite is tinged with red, although much of it is colored bright green by lichens, dampened by the humidity of the clouds, and interspersed with thick and soft gray moss. The grain of the coarse granite is elongated; and what strikes the visiter as very singular is, that not a single rock is to be found in its original place—every thing bears the mark of removal; and this, taken into view with the precipice on the northern side, seems to indicate that the summit of the mountain has fallen down and disappeared.

The general belief now seems to be, that the lofty peak above us is the highest elevation in North America, except Mexico and some of the Rocky Mountains. The only places susceptible of cultivation in the heart of the mountains, are





the little meadows inhabited by the Crawfords, the Notch, and Willey Meadows; and there the interval of warm weather is so short in the year, that few vegetables can arrive at maturity, with all the rapidity of growth which distinguishes such cold regions.

Various kinds of wild birds and game are to be found in the woods, besides bears, wild cats, and deer. The moose and buffalo were formerly abundant among the mountains; and it is scarcely thirty years since they were killed in great numbers, merely for their hides and tallow; as the latter still are in the deserts beyond the Mississippi. Deer are common in the woods, and frequently are killed by the hunters. Sometimes they come boldly down into the little meadow before Crawford's house, and quietly graze with the cattle. The black bear are occasionally seen in the more unfrequented places; but they will always endeavor to avoid a man. A large species of elk, the Cariboo, has made its appearance in the White Mountains within a few years.

The weather is liable to frequent changes in the mountainous region, which is partly owing to the vicinity of the *Notch*, through which the wind blows, almost without ceasing, and of course, always north or south. During the winter it is often very violent, so that the surface is swept of every thing that a strong wind can remove. The summits of the mountains are frequently invested with mist, when the sky is clear; and those only who inhabit the vicinity are able to tell whether the day is to be favorable for the ascent. The mists sometimes collect in the valleys, and then

present some of the most singular and beautiful appearances.

Roads. There are two roads hence to *Connecticut River*; one over Cherry Mountain (very laborious) to Lancaster; the other, shorter, through Breton Woods, Bethlehem, and Littleton, (rough and stony) to Bath, 34 miles. [*See Index.*]

ROUTE FROM BOSTON TO MAINE.

Steamboats run to Boston, Portland and Bath, and on to Eastport; 40 miles, to Augusta, in another direction; and about 70 miles, from Eastport to St. John's, in New-Brunswick—proprietors residing at Eastport; and from St. John's up the River St. John's about 80 miles to Fredericktown, by proprietors residing at St. John's; and in another direction by the Eastport proprietors, from Eastport about 30 miles on the Schoodic to St. Andrew's and Calais. Two boats were afterward put upon a line from Eastport to Annapolis and Windsor, in Nova Scotia. Another boat is run from Eastport to Dennisville, a distance of 20 or 30 miles. The line before occupied, including all its collateral branches and ramifications, exceeds 500 miles, and is now about 700 miles.

It is proposed in Boston, to enlarge the canal across Cape Ann, to admit the steamboats, which will save 15 miles, and give an opportunity to communicate, directly or by smaller boats, with Gloucester, Newburyport, Portsmouth, Dover, and Kennebunk.

The boats go about 100 miles a day, and pass so near the shore as to afford many interesting views of the numerous islands, points, and bays, which abound along the coast. In 1826, the steamboat was burned on this line. The price was, from Boston to Portland, \$5; thence to Eastport, \$6, with a deduction for forward passengers.

There are coaches going to Salem every hour in the morning and forenoon; and it may, perhaps,

"Siste Viator! Siste, mirari! est Orbis in urbe,

"Et præbet pulchrum cuncta miranda Salem.—

"Obstupui, hic Superum, hinc hominum prodigia vidi,

"Pontus, Magna Parens, Ignis et Ipse favent.—

"Oh, America: Oh, felix tellus, populusque beatus!

"Quam nobis tollunt dant tibi fata vicem.—

The top of the hotel commands a fine and extensive view over the town and its environs, with the harbor, and the fine coves which set up on both sides.

MARBLEHEAD. There is a good road to this town, which stands at the end of a rocky promontory, 4 miles south-east from Salem. It contains a handsome square, and some very good houses; and is principally inhabited by fishermen. The harbor is a small bay, protected by barren rocks, and affords shelter to the numerous fishing schooners employed in the cod fishery. The men and boys are absent from home a great part of the year; as each vessel usually makes three fishing voyages, or "*fares*," every season. They lie on the banks until they have caught a load of fish, which are opened and salted as soon as taken. The vessels then return, and the fish are spread to dry on wooden frames, called flakes; great numbers of which will be seen on the shore. There is a fort at the extremity of the town, which commands the entrance to the harbor, and affords a view of many miles over the neighboring sheets of water. The islands at the entrance are wild and rocky; and the sea breaks over them with violence in an easterly storm. Towards the south

are seen several headlands of this iron-bound coast.

NEWBURYPORT is a large town, 38 miles from Boston. The greater part of it lies in squares, and the best streets are built entirely of brick. What is commonly called Newburyport, however, is composed of two distinct towns. Newbury includes that part which reaches to within about a quarter of a mile of the shore; and the rest, a mile along the water, is, properly speaking, Newburyport.

The *Court House* makes a handsome appearance, at the head of a street running to the river.

The monument of the celebrated *Whitefield* is to be seen in the First Presbyterian Church in this town, where his remains lie interred.

The harbor is fine, and the place once enjoyed a brisk and lucrative commerce; but it has suffered severely from two great fires, within a few years, and still more from circumstances which cut off the trade.

The bridge over the Merrimack is a most beautiful structure. Its length is 1000 feet; and it has four arches and a draw-bridge, on the side towards the town. The arches are supported by twelve chains, carried over four towers in the form of pyramids, 31 feet above high water mark. The bases of these towers are of hewn stone, 40 by 30 feet, built on timber, each with a breakwater up the stream. The chains, separately, are strong enough to bear 22 tons. The bridge, with the road to Newburyport, cost \$86,000.

Hampton, 10 miles. At Hampton Beach is a good hotel, which commands an agreeable view

upon the ocean, and the shore about the Boar's Head. —

PORTSMOUTH, 62 miles from Boston, 58 from Portland. The environs of the town show many neat and pleasant houses of wood; and the middle part of it is principally of brick, with some handsome public buildings, although the streets are generally narrow. It has been a place of much commerce. The Navy Yard, on an island opposite the town, contains two large ship buildings, one for frigates and the other for line-of-battle ships.

The bridge across the Piscataqua, leads into the state of Maine. The current is very strong.

[Amesbury is a manufacturing place on the Powwow River, 3 miles from Newburyport. The river is made to drain several ponds by an arched tunnel dug through a hill about a century ago.

The country on this road is generally very poor, without trees, changing only from sand to rocks; and affords very few objects of interest, except an occasional view of the seashore, and several spots remarkable for their connexion with the history of the country.

York. There are some pleasant fields about this little place, but its size is insignificant, particularly when contrasted with the anticipations formed of its destiny at the time of its first settlement; for the ground was laid out for a city, and the divisions of the land still retain much of the regular form given it by the first surveyors.

The *Nubble* is a rocky point, $4\frac{1}{2}$ miles from York, with a cluster of miserable huts in the rear, called, in derision, the city, or metropolis of Cape

Neddock, from a point of that name still further on.

While travelling along this dreary country, near the place where a round hill of a peculiar appearance first presents itself in front, and then the ocean, the road passes the site of an old fort or blockhouse, built before Philip's war. Nothing is now to be seen of it from the road, excepting a part of the old wall, which is built of large stones, laid with greater regularity than is practised now.

The Agamenticus Hills form a range some distance west.

Lower Welles. There is a little harbor here, defended by a sand bar, with a narrow entrance under a rock; but it is almost dry at low water.

Welles. The sea often breaks beautifully on the beach, in front of the tavern. Porpoise point is just distinguished in the north-east; and the view of the sea is fine and refreshing.

Three miles beyond is *Breakneck Hill*, over which falls a small stream, from the height of 30 feet, about 40 yards from the path. Here, says a blind tradition, a small tribe of Indians met an indiscriminate destruction, in the following manner. Being on their return from their annual fishing excursion on the upper part of the stream, they despatched some of their number to make a fire on the rock which divides the falls, as they found they should not reach this place before night. The white men in the neighborhood, by some means learning their design, shot the messengers, and then collecting the limbs of trees, made a great fire on the high bank below on the opposite

side of the road. The Indians, says the story, being deceived, did not attempt to stop their canoes in season, and were all carried over the falls and killed. A similar tale is related, with more appearance of credibility, of the falls on the Androscoggin River.

The *Fort* was half a mile beyond, or a quarter of a mile north from the church. The site is distinguished by the angle of an old wall, built of large, regular, but unhewn stones, on the east side of the road. This little fortress was once attacked by 500 Indians, but very bravely and successfully defended by five women, who put on their husbands' clothes, and fired so warmly upon their invaders, as to force them to retreat.

Kennebunk, 25 miles from Portland, is a small place, but once carried on a considerable lumber trade with the West Indies.

Saco, fifteen miles from Portland. Just south of this village is the mouth of the Saco, which rises on Mount Washington. Cutt's Island of 75 acres divides the stream, just at the falls, and has been converted to manufacturing purposes.

PORTLAND, 15 miles.

The situation of this place is remarkably fine, occupying the ridge and side of a high point of land with a handsome, though shallow bay, on one side, and the harbor on the other. The anchorage is protected on every side by land, the water is deep, and the communication with the sea direct and convenient. Congress-street runs along the ridge of the hill, and contains a number of very elegant private houses. There is also the Town Hall, with the Market below, the Custom-House,

and a church, with granite columns. This street rises, as it approaches the end of the neck, or promontory, to the *Observatory*, a tower 82 feet high, and, with its base, 142 feet above the water : south and south-west are several distant eminences : among others, the Agamenticus Hills ; north-west are seen, in clear weather, the lofty ridges and peaks of the White Hills in New-Hampshire, which are discovered at sea, often before the nearer land appears in sight. The country on the north presents little that is interesting, and the water nearer at hand is only an inlet of the sea.

Cape Elizabeth is the highland on the south side of the harbor ; and the islands, which nearly close its entrance, are called Bang's and House Islands. Fort Preble stands on the former, and Fort Scammel, only a blockhouse, on the latter. It is proposed by the United States to expend \$165,000 in enlarging these defences. Due east is Seguin Lighthouse, visible in clear weather, 32 miles distant, at the mouth of the Kennebec. Nearer, and in the same quarter, lie numerous islands of various forms, and divided by little channels and bays, some of which are deep. They are generally covered with trees and rocks, but present a beautiful variety to the view in that direction. Their number is usually estimated at 365, to correspond with that of the days in the year.

Schools. In Maine, the Public Schools are supported by a tax of at least 40 cents on each person in the towns to which they belong, which, with other resources furnished for the schools, in

1825, nearly \$140,000. One person out of three then attended school. The constitution requires the cherishing of high schools, colleges, &c.

The intrenchments on the hill, west of the Observatory, belong to Fort Sumner, and part of them were made in the Revolutionary war. Under the bluff, on the water's edge, is Fort Burroughs.

Falmouth (the former name of Portland) was burnt in the Revolutionary war by Capt. Mowatt, in the British sloop of war *Canceau*, on the 18th of October, 1775, on the refusal of the inhabitants to deliver up their arms. About 130 houses, three-quarters of all the place contained, were consumed, some being set on fire with brands, after a cannonade and bombardment of 9 hours. The old church was among the buildings saved, and has the mark of a cannon shot in it. A small part of Mitchell's hotel belonged to one of the houses not destroyed.

There is a small *Museum* in the place. At the Athenæum will be found newspapers from different parts of the country, a library, &c. There is a Female Orphan Asylum.

In consequence of the position, the climate, and soil of Maine, the improvement of the country has been much retarded. Settlements were made on the coast as early as 1607, and several others not long afterward; but they suffered severely in the Indian wars, and their vicinity to the French missions, which embraced all the eastern part of the present state, exposed them to imminent danger. In later times the population was principally confined to the seacoast, for the convenience of

fishing and commerce, and thus the good land, which lies some distance back in the country, was almost entirely neglected. After the revolutionary war, this extensive region remained in the condition of a district belonging to Massachusetts. Within a few years it has been received into the Union as a separate state; and agriculture having been introduced, the emigration from the neighboring states has rapidly swelled its population. In 1828 there were 33 newspapers in the state of Maine.

In travelling in Maine, the stranger observes the same order of things as in the interior of New-York, Ohio, and other parts of the country which are fast improving. That is the most attractive route for the traveller; and the road from Portland lies through Augusta and Hallowell.

Most persons going eastward from Portland, will wish to return; and the brief tour which we shall give will be planned for their convenience and pleasure, by proceeding first along the sea-coast, and then returning through the fine tract of country in the interior.

Two roads have been projected to Quebec; one by the River Kennebec, and the other by the Penobscot.

ROUTE FROM PORTLAND TO BELFAST, CASTINE, BANGOR, &c.

Travelling round to the head of Casco Bay, you pass through North Yarmouth and Freeport, and arrive at

Brunswick, 26 miles from Portland, on the Androscoggin, is the seat of Bowdoin College, which is on a plain near the river. It was incorporated in 1794, and has a chemical and philoso-

phical apparatus, a mineralogical cabinet and a library of 8000 volumes. A medical school is attached to it. The commencement is in the 1st week of September. Annual expences: tuition, \$24; room, \$10; board in commons, \$45; making all, including fuel, furniture, books, washing, &c. \$115. Students in 1833, 115.

There is a fall on the Androscoggin river at this place; below which booms are extended across to keep together the lumber which is brought down every season in great quantities.

The whole road from Portland to Bath, 34 miles, lies along the coast, where the soil is rocky and poor.

BATH is a town of considerable trade, situated on the Kennebec, at the distance of 16 miles from the sea. Here are several public buildings, and among the rest, two banks.

WISCASSET, 14 miles from Bath. This is one of the principal ports of the state, and has an excellent harbor, at the mouth of the Sheepscot River.

Stage Coaches run north to Bangor, on the Penobscot, through Newcastle, Nobleborough, Waldoborough, Union, Appleton, Searsmont, and Belmont. There are two branch lines: one to Thomastown through Warren; and another to Hamden, through Camden, Lincolnshire, Northport, Belfast, Swanville, and Frankfort.

From Wiscasset to Damascotta is rough and rocky; but the ride presents many interesting views, as the landscape is continually changing, and is often varied by the sight of Damascotta River, and several beautiful little lakes or ponds.

Damascotta Bridge. Here is a considerable village, at the distance of 16 miles from the sea-coast.

BOOTH BAY lies off the road from Wiscasset to Damascotta. It has a commodious harbor, with a number of islands in the vicinity ; and the neighboring high ground affords a very fine and extensive view.

Two or three miles off the road, between Linniken's Bay and Damascotta River, where was formerly an Indian carrying-place, the remains of cellar walls and chimneys are found, as also broken kettles, wedges, &c. Sir John Popham made an attempt to build a town at the mouth of the Kennebec, in the year 1607.

WALDOBOROUGH, 10 miles. WARREN, 7 miles. THOMASTOWN, *Central Village*, 6 miles. Here are quarries of marble and limestone, from the latter of which about 100,000 barrels of lime are made every year for exportation. The marble is also wrought in considerable quantities. Polishing is performed by machinery moved by water. The village is 15 miles from the sea.

The *State Prison* stands in a commanding and pleasant situation, has 50 solitary cells, built of granite, in blocks from 4 to 6 feet in length, and 2 in thickness, with an opening at the top, and small holes in the walls for fresh air, which, during the winter, is warmed before it is admitted. The Warden's house is also built of granite, and is two stories high, placed in the middle, with a row of cells on each side. The prison yard is surrounded by a circular wooden paling, and encloses nearly three acres, in which is a lime quarry. Several

workshops on the ground serve the purposes of the convicts, who are employed in burning lime and other manufactures.

The Knox Estate. About half a mile from the State Prison is the ancient residence of the late General Knox, 3 stories high, large and elegant.

From *Thomastown* to *Belfast*, (30 miles,) the road commands many views of *Penobscot Bay*, with a few islands on the right, and a partially cultivated country on the left, with some mountainous scenes. *Belfast* is a flourishing port, pleasantly situated on the side of a hill. The road hence to *Castine*, round the bay, is 35 miles, passing through *Prospect*, *Buckport*, *Orland*, and *Penobscot*.

Castine was taken during the late war by a fleet, and the British intrenchments are to be seen on the hill above.

Eastport is the frontier post of the U. States on the seacoast towards the British possessions. It is on the south-eastern part of *Moose Island*, in *Passamaquoddy Bay*, and connected with the main land by a bridge. The spot was almost uninhabited 30 years ago; but now it contains three places of worship. There are fortifications and a few troops. A line of steamboats is established between this place and *Boston*, touching at *Portland*, &c.

The road from *Belfast* to *Bangor* lies along the course of the *Penobscot River*.

BANGOR, a flourishing village, occupies a commanding position for business. The scenery here begins to assume much of that mountainous character, which prevails so extensively through a

large part of the interior. A very conspicuous eminence is observed at a distance in the north, called *Ktardin Mountain*, the highest land in the state.

From Bangor we begin our return to Portland, taking the route through the finest part of the state of Maine. The road to Augusta and Hallowell on the Kennebec, lies through a region rapidly improving under the management of an active, industrious, and increasing population.

Augusta is a considerable town, and very flourishing, at the falls of the Kennebec. At the mouth of this river, at Georgetown, beryls have been found, in a ridge of granite country. Some are 15 inches long and 6 thick. They are associated with schorl.

WASHINGTON.

Gadsby's Hotel, Pennsylvania Avenue.—Numerous hotels and boarding-houses also offer handsome accommodations, particularly during the sessions of Congress.

The seat of government of the United States is situated between the Potomac River and its eastern branch, about a mile and a half above their junction. It is divided into three distinct parts, the Navy Yard, the Capitol Hill, and the Pennsylvania Avenue. The Capitol is an immense building, with two wings, surrounded by an open piece of ground, terraced in front, and occupying an elevation, which renders it a conspicuous object for several miles.

The original plan of the city was very extensive: the principal streets meeting from all points of the compass at the Capitol, and bearing the names of the older states of the Union. Some of the minor streets are known by the names of the letters of the alphabet; and tracts of ground were reserved for public squares.

During the sessions of Congress, the place is thronged with strangers from all parts of the country; and the sessions of the Senate and Representatives, the proceedings of the Supreme Court, the levees at the President's House, the parties at the foreign ministers', &c. afford ample opportunities for amusements of various kinds.

THE CAPITOL presents, in the interior, specimens of various styles of architecture. The whole front is 352 feet 4 inches in length; and the wings

are 121 feet 6 inches deep. The eastern projection is 65 feet; the western 88. The building covers an acre and a half and 1830 feet. The wings, to the top of the balustrade, are 70 feet high, the centre dome 95.

Representatives' Room, greatest length, 95 ft.

Representatives' Room, greatest height, 60

Senate Chamber, greatest length, - - 74

Senate Chamber, greatest height, - - 42

Great Central Rotunda, 96 feet in diameter, and 96 high.

The North Wing was commenced in

1792, and finished in 1800, cost \$480,262

South Wing was commenced in 1803,

and finished in 1808, cost - - - 308,808

Centre Building, commenced in 1819,

and finished in 1827, cost - - - 957,647

\$1,746,717

On the tympanum is a statue of America, 9 feet in length, attended by Justice, and visited by Hope.

The *Representatives Hall* is a beautiful semi-circular apartment, 95 feet long, and 60 in height, with 24 Corinthian columns of Virginia breccia, copied after a column found in Athens. There is a sky light above, under which hangs a large chandelier. A gigantic statue of Liberty is over the Speaker's Chair; opposite which is one of History in the act of recording.

The *Senate Chamber*, also semicircular, is 74 feet long and 42 high. The gallery is supported by Ionic columns, and, like that of the Representatives, is accessible during the open debates.

The *Rotundo* contains the four national pictures, painted for the government by Col. Trumbull: the Declaration of Independence, the Surrenders at Saratoga and Yorktown, and Washington resigning his Commission; each 12 feet by 18. Here are also four relievos in marble, representing scenes connected with the history of different parts of the U. States; Pocahontas rescuing Capt. Smith from death, in 1606, [by Capellano,] the Landing of the New-England Prilgrims at Plymouth, in 1620, [by Causici,] Wm. Penn's Treaty with the Indians, near Philadelphia, in 1682, [by Gevelot,] and a battle between Boon and two Indians, in 1773, [by Causici.]

There can hardly be found in the world a room better constructed for the exhibition of pictures than this noble, grand Rotundo, the material of which is white marble, and the light admitted from the summit of the dome, 96 feet in height.

The Library of Congress, 92 ft. by 34, and 36 in height, contains about 14,000 volumes. These are arranged in 12 arched compartments, with fluted pilasters, which have the proportions of the columns of the Octagon Tower of Athens. A portion of the library is placed in an upper range of smaller compartments.

The Record Office, under the Rutundo, contains the records of the Supreme Court. The architecture is the ancient simple Doric of Pæstum. Beside these apartinents, there are in the Capitol, 45 Committee rooms, 25 offices, a refectory under the Representatives' Hall, three stair cases, &c.

A fine view is enjoyed from the top of the Capitol. Westward, to the President's House, with

Georgetown and the Potomac beyond; the General Post Office, &c. on the right; the Navy Yard towards the south-east; Greenleafs' Point nearly south; and south-west the bridge over the Potomac, with the road to Alexandria and Mount Vernon. The canal begins south of the President's House, and terminates at the East Branch.

The President's House is of white marble, with Grecian fronts, about a mile west of the Capitol, and near the public offices. The entrance hall leads into the drawing-room, where the company are received at the levees. Two other apartments are thrown open on those occasions; all handsomely furnished, and freely accessible, even to strangers.

The Patent Office is in the same building with the General Post Office, and well worthy of a visit, on account of the numerous curious models which it contains, relating to all branches of the arts. The Treasury, Navy, War, and Land Offices, are all in the vicinity of the President's House; as are the residences of the Foreign Ministers. The members of Congress, as well as the numerous strangers who resort hither during the sessions, find lodgings in the hotels and boarding-houses in different parts of the city, or in Georgetown.

The Chesapeake and Ohio Canal was commenced in 1828, and is proceeding along the Potomac River, where it will pass among some very fine scenery, as well as through some rich tracts of country.

Steamboats. By steamboats there is a constant and convenient communication between Washing-

ton, Alexandria, Mount Vernon, Norfolk, and Richmond.

GEORGETOWN is a considerable place, which, by its proximity to Washington, seems almost a part of that city. The country around it is variegated, and the situation of the *Catholic College*, a little way west, is picturesque. Still further in the same direction, there is a very pleasant ride along the bank of the Potomac, where Mason's Island is at first seen, near the mouth of the river, and afterward the Nunnery upon the elevated banks. On the north side of the road is a Cannon Foundry.

ALEXANDRIA, a large city and port, six miles from Washington, contains some fine buildings, both public and private. The road which leads to it is good, in the pleasant season, although the country is little inhabited, and the soil is impoverished by the cultivation of tobacco. It is pleasanter to go in the steamboat, 9 miles. This city is included within the boundary of the District of Columbia, and is at so short a distance from Washington as to be a favorite resort during the sessions of Congress. The river is here a mile wide, with a channel 1000 yards in breadth, where the water is 30 feet deep. There is a basin at the northern part of this town, at the end of the Chesapeake and Ohio Canal. This canal was intended to extend to the Pennsylvania Canal near Pittsburgh, 360 miles. The lockage on the route would be 4,004 feet.

Road from Washington to Baltimore, 36 miles. Bladensburgh, 6 miles. [The British army entered this village from the east, and suffered con-

siderably in passing the stream. Comm. Barney was shot near the road, near the height of ground, some distance on the road to Washington.] Vansville, 8; W. Branch of Patuxent, 3; E. do. 4; Patapsco, 9; Gwinn's Falls, 5. [Here will be seen the Baltimore and Ohio Rail-road, the great Viaduct, &c.] Baltimore 3.

MOUNT VERNON, the estate of the Washington family, is nine miles south from Alexandria, and is remarkable as containing the residence and the tomb of Gen. Washington. The road is somewhat intricate, and has but few inhabitants, so that the stranger, unless he goes in a steamboat, will need to make careful inquiries. The entrance of the grounds is distinguished by a large gate, with the lodge and dwelling of the porter. A winding path conducts to the mansion, which is seen but two or three times from a distance.

The key of the Bastille of Paris is hung up in the hall; and a miniature portrait of Washington, from an earthen pitcher, is preserved, which is considered by the family the best likeness of him ever made. A beautiful lawn, partly shaded by trees, extends from the front of the mansion to the verge of the precipice, which overhangs the Potomac, and affords a delightful view upon the river, and a tract of hilly country above and below.

This is the place to which Washington retired after he had accomplished the independence of his country, and again when he had presided at the consolidation of the government; voluntarily resigning the stations he had consented to accept, and the power he had exercised only for the good

of his country. To an American, this place is interesting, in a degree which no language can either heighten or describe. Whoever appreciates the value of private and social virtue, will rejoice to find it associated with the traits of a personage so distinguished and influential; while any one, who can duly estimate the extent of the blessings he has conferred on his country, and the influence of his actions on the happiness of the world, will wish that his history may ever be cherished, as a model of sincere and disinterested patriotism.

Washington's Tomb will be found under the shade of a little grove of cedars, a short distance southward, from the house.

SOUTHERN ROUTES AND CITIES.

Savannah, 167 m. S. E. by E. of Milledgeville, was formerly unhealthy, but is not so since the wet culture of cotton has been abandoned. Savannah is 15 miles from the mouth of Savannah river, accessible in vessels drawing 12 ft. water, and is pleasantly situated on high ground, and, with its ten public squares and fine rows of Pride of India trees, appears to great advantage from the water. There are 10 churches, 3 banks, a jail, court house, exchange, (5 stories high,) hospital, library, theatre, an academy 180 ft. long, &c.

From Savannah to Charleston, by water—110 miles.

Tybee Sound, 10 m., Port Republican, 25; Beaufort, 10; South Edisto, 18; N. Edisto Sound, 10; Charleston Light House, 25; Bar, 3; Charleston, 7.

By Land—Beek's ferry, on Savannah r. 25 m.; Fitch's, Echan road, 19; Coosahatchie, 4; Pocatigo, 6; Salt Ketcher Church, 7; Thompson's

tavern, 9; Pompon Post office, 11; Jacksonborough, 3; Hick's Tavern, 10; Green's tavern, 10; Ashley r., 8; Charleston, 6;—118 m. Pop. in 1830, 7,423.

Charleston, S. C. is situated at the junction of Cooper and Ashley rivers, 6 m. from the sea, on a bay 2 m. wide, the principal entrance to which is by a narrow channel 16 ft. deep, under Fort Moultrie, which is on Sullivan's Island. June 28 1776, Sir Peter Parker's fleet was crippled in an attempt to pass there, though the fort was a mere stockade. Lat. of Charleston, $32^{\circ} 44'$ N. The surrounding country is low and flat, with plantations scattered here and there, and liable to occasional inundations. The houses have piazzas, and are often beautifully shaded with trees. Orange and fig trees abound. The public buildings are the Academical and Medical colleges, court h., exchange, City hall, 6 banks, guard house, arsenal, a house for public records, 2 markets, St. Andrew's Hall, Alms house, Orphan Asylum, with 150 children, and a public Library with about 18,000 volumes. Regular lines of packet ships go to N. York, steamboats to Savannah, &c. Pop. in 1830, 12,928 whites, 17,361 slaves and free blacks :—total, 30,289.

The S. Carolina Railroad extends from Charleston to Hamburg, on Savannah r., N. West by W., main line $135\frac{1}{2}$ m. The table land, 114 m. from Charleston, has a stationary engine. The road is supported in some places on piles and in some on sleepers, and crosses various soils. The Edisto bridge, 60 m. from Charleston, is on an arch 60 feet span. The work began in 1830, and is expected to cost when entire \$821,000, or \$4,952 per mile. The great object of it is, to make

Charleston the port of most of Savannah river. It will be the longest railroad in the world, and does great honor to the enterprise of the state.

The steamboats Wm. Gibbons and David Brown, make their passages regularly between Charleston and N. York, in three days and a half; leaving each place on Saturday at 4 P. M.

Passage from Charleston to N. York 670 miles. The following are the chief points of the coast. Cape Fear, 120 miles; Cape Look Out, 75; Cape Hatteras, 78; Capes of Virginia, 140; Cape May, 120; Barnegat Inlet, 70; the Bar of N. York bay, 45; Sandy Hook, 3; Fort Lafayette, at the Narrows, 11; N. York City, 8.

Route from Charleston to Norfolk. 419 miles. Greenwich, 4 miles; Wapetan Church, 15; Tweeden Cottons, 17; S. Branch of Santee, 10; N. do. 2; Georgetown, 14; Sands, 20; Varennes, North Carolina, 13; Smithville, 26; Brunswick, 12; Wilmington, 18; Hermitage, 6; South Washington, 24; Rhode's, 24; Trenton, 11; Newbern, 20; Washington, 35; Plymouth, 35; Roanoke river, 8. (*In a Steamboat,*) Wade's Point, Albermarle Sound, 45; Elizabeth City, 17. (*Stage Coach,*) Pasquotank River, 12; boundary of Virginia, 10; Portsmouth, 20; Norfolk, 1.

Norfolk Virginia, 8 miles from Hampton Roads, is the principal port of the state, and admits vessels drawing 18 feet water, but has little attraction, for a traveller: the ground being low, flat, and little inhabited for a great distance around it. It contains 6 churches, a marine hospital, 3 banks, an academy, Athenæum and theatre. There is a fort on Craney island. Lat. $36^{\circ} 52'$ North, long. $0^{\circ} 44'$ East. 114 miles S. E. by E. of Richmond,

whither steamboats go, up James river. Population in 1830, 9,816.

The Navy Yard at Gosport, has a large dry dock, 206 feet long, and 50 feet spare room, and 86 feet wide at top, from which, on account of the small tides, the water is pumped out by steam.

The Dismal Swamp Canal opens to Norfolk in communication with the vallies of Roanoke and Chowan.

Steamboat from Norfolk to Washington, 195 miles. Down Elizabeth river to Chesapeake Bay, 9 miles; to James river, 6; York river, Old Point Comfort, 20; New Point Comfort, 10; Rappahannock river, 15; St. Mary's river, 42; Port Tobacco, 38; Potomac river, 15; Mount Vernon, 25; Alexandria, 9; Washington, 6.

Steamboat from Norfolk to Baltimore, 191 miles. Chesapeake Bay, 9; James river, 6; Old Point, 20; New Point, 10; Rappahannock river, 15; Smith's Point, 25; Potomac, 10; Patuxent, 18; Cone Point, 5; Sharp's Island, 15; Three Sisters, 16; Annapolis, 10; Sandy Point, 6; Patapsco, 11; Baltimore, 15.

Steamboat from Norfolk to Richmond, 122 miles. Chesapeake Bay, 9; Day's Point, 10; Hog island, 16; Swan's Point, 9; Chickahomany river, 4; Fort Powhatan, 21; Eppe's Island, 17; Chesterfield, 23; Richmond, 13.

Road and Steamboat from Richmond to Washington, 120 miles. Road to Chickahomany river, 10; Hanover Court House, 10; White Chimneys, 10; Mattapoay river, 8; Bowling Green, 6; Vileborough, 8; Fredericksburgh, 14; Potomac river, 9; (*Steamboat*,) Mount Vernon, 30; Alexandria, 9; Washington, 6.

Steamboat and Railroad route from Baltimore to Philadelphia, 115½ miles. (Steamboat.) Fort McHenry, 3; Sparrow's Point, 6; N. Point, 4; (Here was the battle of Sept. 1814.) Miller's Island, 8; Pool's Island, 8; Grove Point, 16; Turkey Point, 6; Frenchtown, 13. (*Railroad.*) To Newcastle, 16½. (*Steamboat.*) Christiana Creek, 5; Marcus Hook, 8; Chester, 4; Lazaretto, 5; Fort Mifflin, 5; Philadelphia, 8.

The Newcastle and Frenchtown Railroad is a little less than ½ mile longer than a straight line between the two points. It has 6 gentle curves, and 6 straight lines. The bed of the road is 28 feet. There are 4 bridges, and 29 culverts; and the entire cost with a double track and machinery is estimated at \$408,520. There is a branch of 800 feet.

[THE VIRGINIA SPRINGS.]

These springs are the resort of numerous travellers every year, and present the combined attractions of healthfulness, fine scenery, company, &c.

From Lynchburg, in Virginia, the first day's ride brings the traveller in sight of the noble peaks of Otter;—the next day brings him to the Natural Bridge, and the canal through the Blue Ridge—in a few days he can visit the Sweet Springs, the White Sulphur, Salt Sulphur (for consumptive patients,) the Hot Springs, and the Warm Springs, (the latter celebrated for its bath, and the prospect which the Warm Spring Rock displays.) On his way to Staunton, he passes the Blowing cave—on the first day from Staunton, he reaches Weyer's cave, one of the most astonishing works of subterranean Nature in the world—going up the Valley, he will visit at Harper's Ferry the celebrated junc-

tion of the Shenandoah and Potomac. The country, through which some of this road conducts him, is not only remarkable for the beauty of the picturesque, but the fertility of its soil. The grass lands are uncommonly beautiful.]

BALTIMORE.

Barnum's City Hotel, an elegant building near the Washington Monument, extends about 100 feet on Market-street, and 223 feet on Hanover-street. On the former opens the entrance to the private apartments, for families, &c.

The Indian Queen Hotel—and others.

Baltimore is the third city, for size, in the United States, and carries on an extensive commerce.

The harbor of Baltimore, in the Patapsco river, has a narrow entrance, and is well protected by high ground. On the side opposite the city is an abrupt elevation of considerable size, where is Fort McHenry, and whence a commanding view is enjoyed. Baltimore is the greatest flour-market in the U. States. *Fell's Point* is a part of the city where most of the stores and shipping are found. Many of the streets of Baltimore are broad, cross at right angles, and are ornamented with fine buildings both public and private. *The Exchange* is a very spacious brick building, erected within a few years. *The Commercial Reading Rooms* are the resort of merchants. *The Washington Monument* is a large column of marble, in Howard's Park, at the head of Charles-street, rising to the height of 163 feet, 14 feet in diameter at the top and 20 below, with a base 23 feet in height, and 50 square. It is one of the finest monuments in the United States, and the only one worthy the memory of the great man to whom it is erected.

The statue is 15 feet high ; so that the height of the top of the statue from the ground is 176 feet ; and from the tide level 276. The states are represented by devices around the base ; and inscriptions are added to record the deeds of the father of our country. The *Battle Monument* was recently erected in memory of those who fell in the defence of the city in September, 1814. The city Library contains about 40,000 volumes. At the corner of Front and Pitt streets is a shot tower, 234 feet in height, which is a conspicuous object from a distance. The *Public Fountain* is a fine spring of water in the western part of the city, surrounded by a public square, laid out in walks and shaded with trees. It is ornamented with a neat little building of hewn stone, and furnished with handsome steps.

The environs of Baltimore afford some pleasant rides ; and the communication with different places is easy, by various modes of conveyance. The travelling to Philadelphia is by the steamboat and railroad lines, which go and arrive daily. Steamboats also go to Norfolk, in Virginia, but the passage is uninteresting, and those who wish to see Washington (38 miles distant) will go by land.

The *Mount Hope Institution* is a school for youth, beautifully situated in the environs. *St. Mary's College* is a Catholic institution in the city.

Battle of Baltimore. This battle took place at Long Point in September, 1814. Nearly 40 sail of British vessels, comprising several ships of the line, arrived at the mouth of the Patapsco, and on the 12th landed between 7000 and 8000 men on Long Point, at the distance of 14 miles from the city. Sixteen bomb vessels in the mean time went

up the river, and anchored about $2\frac{1}{2}$ miles from Fort M'Henry. Gen. Smith had sent Gen. Stricker with a part of his brigade, on the road to North Point; and Major Randal, with some Baltimore and Pennsylvania volunteers, went to Bear Creek, to co-operate with him. Gen. Stricker took position at the two roads leading to North Point, his right on Bear Creek and his left on a marsh. An advance met the enemy, and after a skirmish returned, when they advanced and joined in a general battle. After an hour and twenty minutes, the 51st regt. gave way, and Gen. Stricker retired to his reserve, whither the enemy did not follow, and then to the left of Gen. Smith, and took post half a mile in advance of his entrenchments. He lost about 150 killed and wounded, in this action, in which the citizens of Baltimore distinguished themselves. The British loss was computed at 600 or 700; and among them their commander, Gen. Ross.

The bomb vessels which attacked Fort M'Henry were unsuccessful, being met with a manly resistance; and the troops re-embarked and relinquished the enterprise.

THE BALTIMORE AND OHIO RAILROAD. The route from Baltimore to the Potomac, 60 miles, has but a single summit, requiring stationary power; and even the route up the Potomac valley, to the coal mines in Alleghany county, without another—in all, a distance of 180 miles—a thing unprecedented in Europe.

The *Carrollton Viaduct*, which crosses Gwynn's Falls, about a mile from the city, is a fine specimen of mason work, 312 feet long, 63 feet 9 inches

high, and 26 feet 6 inches wide on the travelled part. The great granite arch of 80 feet span, springs from abutments 20 feet in thickness, and 14 feet above the water. The key of the arch is 47 feet above the water. The arch stones are all of dressed granite; the number of layers of stone is 87, many of the stones weighing two tons; and the parapets are coped with large slabs of granite.

The *Jackson Bridge* is a single arch, 109 feet long, of entirely novel structure, the invention of Col. Long.

The *Deep Cut* through a high and broad ridge of land, is about three-fourths of a mile in length, its greatest depth 70 feet, and its width at the summit of the ridge, 184 feet. Quantities of carbonized wood were found 60 feet below the natural surface, and the stump of a tree with its roots at 40 feet. The entire excavation is 263,848 cubic yards.

The *Great Embankment at Gadsby's Run*, five miles from Baltimore, is nearly a mile in length, its greatest elevation 56 feet, and its greatest width 191 feet.

Gadsby's Run Viaduct affords a passage to the waters of the run through the embankment. The arch, composed of dressed granite blocks, is 120 feet from opening to opening.

The *Patterson Viaduct* is an immense structure of granite, by which the road is carried to the opposite bank of the Patapsco. It is built of granite blocks, from one to seven tons in weight, and its entire length is 375 feet. It has four beautiful arches, the two centre ones each a span of 55 feet, with extensive wings and water-walls, abutments,

&c. The height from the water to the crown of the arches is 30 feet.

Besides these are the embankment at Stillhouse Run, two granite viaducts, the rock side cutting at Buzzard's Rock, &c. &c.

This is truly a great work; highly creditable to the enterprise and public spirit of the company; and from which the citizens of Baltimore may very reasonably expect extensive and durable advantages.

In the first part, the inclination of the road is at the rate of 15,086 feet per mile, or 9.8 minutes of a degree, ascending from Baltimore towards Cumberland. Between Cumberland and the Ohio river, the probable transportation to that stream is estimated at one half that of the transportation from it eastward; and the general inclination of the road at 8 feet and 12 hundredths per mile, or 5.29 minutes of a degree ascending towards the Ohio.

The Susquehannah railroad extends to York Haven, 60 miles.

It is not to be wondered at that the inhabitants of Philadelphia and Baltimore should feel great solicitude to secure the trade of the Susquehannah. The sloop canal connecting this river with the Delaware is intended for the benefit of the former, as is the Union canal at Middletown, leading from the mouth of the Pennsylvania canal to the Schuylkill river. The Susquehannah has been greatly improved by various works in different parts of its course, which permit the passage of boats of fifty or sixty tons to Columbia. The state of Delaware has rendered the navigation below Co-

lumbia comparatively convenient, so that wheat has been for six or seven years, on an average, within 12½ or 15 cents a bushel of the price in Baltimore. Formerly it was 50 cents.

Wilmington, Del. The *Water Works* are supplied from the Brandywine, by a steam engine and double forcing pump, on the principle of that at Fairmount, Philadelphia. The water-wheel is an overshot, 14 feet 6 inches in diameter; and the water that turns it is pumped up. The ascent from the river to the upper basin is 99 feet: and both the basins together hold a million of gallons.

On the Brandywine River, within four miles, there are no less than 42 water-wheels employed in the manufacture of gunpowder, cotton and woollen goods, flour, paper, in saw-mills, and in the preparation of barley, and other matters, and with ample room and water power, it is said, remaining, for at least fifty more. The Messrs. Duponts employ eighteen wheels, and manufacture 3000 pounds of gunpowder daily.

The *Brandywine Chalybeate Spring* (Stanley's Hotel) is five miles west of the village, on elevated ground, and offers some attractions.

The old Swedish church, built in 1698, by the early inhabitants of this place, is still to be seen, surrounded by large sycamores. It stands near the Christiana Creek, nearly opposite the site of the first place of worship erected here by the Swedes. That spot is now marked only by a few tomb-stones. This town was settled by the companions of William Useling, in 1631.

THE CITY OF PHILADELPHIA.

Hotels.—United States Hotel, in Chestnut-st., opposite the United States Bank. National Hotel, opposite the post office, Mansion House, in South 3d street, between Walnut and Spruce. Judd's, 2d, between Market and Chestnut.

Philadelphia was founded by William Penn, in 1682, and was at first intended to occupy 12 miles square, but is now confined between the Delaware, (here 1 mile wide,) and Schuylkill Rivers. The city proper occupies only nine streets in width from north to south : that is all between Vine and Cedar streets. The Northern Liberties, Kensington, Spring Garden, Southwark, Moyamensing, Passyunk, Blockley, &c. though under separate municipal corporations, are suburbs, not distinguishable from it.

Philadelphia is the second city for size in the U. States ; and is remarkable for the regularity of its streets, which, almost without exception, run at right angles, and are of an equal and convenient breadth. Some of the public buildings are worthy of particular notice, as among the finest and most correct specimens of architecture in the country.

It will be convenient to the stranger to recollect that the streets running north and south are named *First, Second, Third, &c.*, beginning on both sides of the city, on the banks of the Delaware and Schuylkill, until they meet at the square near the centre. The streets which run east and west, are generally named after trees ; the lanes and alleys after shrubs, &c.

The Market.—This consists of a succession of

buildings in the middle of Market-street, extending from the fish market on the river's bank, to Eighth-street, affording room for a convenient display of the numerous articles daily brought in for the supply of the city.

The *Post Office* is in the New Exchange.

The *New Exchange* is one of the most elegant edifices in the United States.

The *Bank of the United States*, in Chestnut-street, between Fourth and Fifth. This is the finest specimen of pure Grecian taste in the United States. It is built of white marble, in the form of a temple, with two fronts, each ornamented with eight fine Doric columns, of the ancient proportions without bases. Besides the Banking room, which is large, occupying the centre, and lighted through a glass dome, there are many other apartments, particularly those devoted to the printing of the notes, and that below, which contains the furnace for warming it with Lehigh coal in the winter.

Gerard's Bank, in Third, facing Dock-street. This building is also of marble, and presents a beautiful row of six Corinthian columns.

The *Bank of Pennsylvania*, opposite, has two fronts, on Second and Dock-streets, each with six Ionic columns. This is another chaste and beautiful building of white marble.

The *State House*, in Chestnut-street, between Fifth and Sixth-streets, is a large brick building, with court rooms, &c. at either end. In the front room, east of the main entrance, the old Continental Congress held their sessions; and there the *Declaration of Independence* was signed, July 4th, 1776.

The *Athenæum* is adjoining, open all day to strangers.

The *Philosophical Society's Library and Cabinet*.

Independence Square is a fine shaded piece of ground, behind the State House. Opposite in Walnut-street, is the *State Prison*, built of dark stone, and connected with a yard enclosed by high walls.

City Library, Fifth street, open to the public from 2, P. M. See Franklin's apparatus, and Cromwell's clock.

The *University* contains a medical department, and the Wistar Museum, with a library, garden, &c. This Institution is considered the most richly endowed among all those in the United States. It has recently undergone a new organization. A new medical building has been added, and the professors are numerous as well as respectable. The annual income is \$15,000.

Here is a High School, subservient to the Franklin Institute. The general system of public instruction is extensive and of marked benefit. Infant Schools are numerous, and the system has been ingrafted on some of the numerous Sunday Schools.

The *Arcade*, in Chestnut-street, is a fine building of stone, with two arched passages leading to Lafayette-street. It is occupied for shops, and has galleries in the upper story. The Philadelphia Museum of Mr. Peale is in the northern part. It contains a large collection of curiosities of various descriptions. The birds are very numerous, but not well preserved. The huge skeleton of a

mammoth will attract particular attention, being represented entire; for the parts which were deficient on one side, have been supplied by imitations of those on the other.

Mr. Sully's *Exhibition of Paintings* is opposite the State House, and contains fine pictures.

Washington Square is on the other side of Sixth-street, with a handsome church on the southern side, with a range of wooden columns.

The *Pennsylvania Hospital* is a large and admirable institution, in the next street, where about 1200 sick are attended. It was founded by Franklin and others, in 1750. Most of the patients occupy the east end, and the lunatics the west. The Lock Hospital is adjoining. The statue is that of Penn. Twenty-five cents will secure admission to the building and gardens, and also to the top.

West's Celebrated Picture of Christ Healing the Sick, is exhibited in a neat little building. It represents the Saviour surrounded by a crowd of persons in the temple, among whom are observed many afflicted with various diseases, pressing forward to be healed. In front is a paralytic woman borne by two men, whose healthy countenances form a striking contrast with her cadaverous aspect; and the painter has given a reddish tint to her feet, which seem already to have felt the miraculous influence. A blind man appears behind, led by his sons; and on the left-hand is an infant supported by its mother, with a poor blind girl and other figures. Near the centre is a lunatic boy, rather too shocking a subject for such a picture; and a number of

Jewish Rabbis are collected, with countenances expressive of violent passions.

The apartment is admirably calculated for the display of the picture, which is universally considered one of the finest and most interesting in the United States.

The *Theatre*, in Chestnut-street, between Sixth and Seventh-streets, has a marble front, with the entrance under a portico, ornamented with statues of Comedy and Tragedy.

The *Masonic Hall* is a little beyond, and somewhat in the Gothic style, with a small court yard in front.

The *Academy of Arts*, Chestnut-street, between Tenth and Eleventh, contains a collection of statues, (among these are Canova's Three Graces,) busts, &c. in marble and plaster, ranged in an apartment lighted from the top; and beyond a gallery of pictures with many specimens of the works of American artists, particularly of Alston, among which is conspicuous that of the dead body restored to life by the bones of the prophet Elisha.

The *Jefferson Medical College* is in Tenth-street, between Chestnut and Walnut.

In Arch-street is a *Theatre*.

The *Public Almshouse*, corner of Spruce and Tenth-streets, supports and employs numerous paupers; and the directors established the Asylum for Children on Fifth-street, below Prime-street.

Public Schools, under a Board of Comptrollers, are established in all the quarters of Philadelphia, on the Lancasterian system.

The *Orphans'* and the *Widows' Asylums* are in the western part of the city.

Academy of Natural Sciences. Penn's house, Letitia court. United States' Mint, &c. &c.

There are two *Medical Institutions* in this city, where lectures are delivered to a great number of students.

The *Deaf and Dumb Asylum* is a valuable institution.

The *Friends' Alms House*, Walnut-street, between Fourth and Fifth-streets, is an admirable institution, where poor families are placed in separate houses, among small gardens, and furnished with employment.

Mr. Bedell's (episcopal) church in Eighth-street, and Mr. Montgomery's, in Tenth, are considered the finest in the city. The latter is in a kind of Gothic style. Near the Schuylkill is a manufactory of Porcelain.

The banks of the Schuylkill are well formed for the display of the large public edifices which will be perceived ranged along their eminences for two or three miles, to the honor of Philadelphia and the ornament of its environs.

Mr. Pratt's Garden is about 3 miles north-west from the centre of the city, and worthy of a visit. It is a private garden, but tickets of admission may be easily obtained through respectable inhabitants. The situation is agreeable and commanding, on a little cape or promontory on the Schuylkill; and from the gravelled walks the visiter enjoys a view down the river, of the basin, the dam, the water works, below which are the State Prison, House of Refuge, Hospital, the two *bridges*, and on the opposite side a handsome seat called "*Woodlands*." These grounds were

purchased, in 1828, for the site of a *Poor House*, on the plan extensively adopted in New-England.

The Schuylkill Water Works. Pipes more than $32\frac{1}{2}$ miles ; expense of raising, $\$4\frac{1}{2}$ per day. There is a large stone building of chaste architecture, containing 5 large water wheels, which are capable of raising 7 millions of gallons in 24 hours. They are turned by a current from the dam above. The reservoirs are on the hill above, which is higher than any part of the city, which it supplies. They contain together 11 millions of gallons. The steam engine is no longer used. The keeper demands nothing for showing the works.

The House of Refuge was established in 1828.

Penitentiary. This is a large and singular construction, and built on a plan different from that which is at present most in vogue in this country. The prisoners are to be all kept in solitary confinement.

The front of the prison is large and imposing, like the gate of a fortress. The wall is 40 feet high, built of granite, and encloses a square 650 feet on each side. The rooms of the guard, keepers, and servants, as well as the cooking and washing rooms, are in the front building ; while the cells are formed in seven long stone galleries, radiating from an octagon in the centre. The entrances to the cells are through little yards from the outside, and each has a wicket door in the gallery. A sentinel in the octagon, by turning on his heel, can look through all the galleries ; and the arched roofs reverberate every sound, so that he can hear a very slight noise.

This prison is built on a principle believed by

many to be erroneous. Solitary confinement is a very unequal kind of punishment to different individuals, and very expensive to the public. This is an extensive experiment on an old and exploded system.

The *Naval Hospital* is situated about 2 miles southwest from the centre of the city. The expense is defrayed by funds contributed by the officers and seamen of the U. S. Navy, out of their pay. The building is on an eminence, commands an extensive view, and makes a fine appearance from a distance. The front is 386 feet in length, 3 stories high, and will be large enough to lodge 300 or 400 persons. The first story is of granite, and the 2d and 3d of marble, both which kinds of stone are found in abundance in the vicinity of Philadelphia. Several edifices are to be erected at other naval stations for the same objects, and supported by the same fund.

The *Arsenal* is situated just below the Hospital.

The *Navy Yard* (on the banks of the Delaware.) Here, as in most of the principal navy yards in the U. States, ships of war are built under the shelter of immense buildings, which protect the workmen and the timber from exposure to the weather.

The north side of the navy yard is devoted to brick buildings for the residence of officers, ship timber, &c. while at the south end are the workshops. The Marine Barracks are on the western side; and the area of the yard, which is walled with brick, is about 12 acres.

The interests of the city, as well as the coasting trade, will be benefitted by the construction of the

great *Breakwater* at the mouth of Delaware Bay. It is an expensive work; but by affording a protection to vessels on the coast in dangerous weather, will speedily effect a saving equal to the expense.

The extensive meadows south of Philadelphia, present a beautiful scene of fertility and cultivation. A ride in that direction at morning or evening is recommended.

The Chesapeake and Delaware Canal. A steamboat plies between Philadelphia and the head of the Canal at Delaware city, five miles below Newcastle.

This canal is for sloops of the largest class, and schooners; the locks being 100 by 22 feet, and the canal 60 feet wide at the water line. It was originally intended to secure a depth of only 8 feet: but it has since been increased to 10 feet.

The principal objects upon the line which will interest a stranger, are

The Harbor on the Delaware at Delaware City. It is formed by two piers running into the water; one five hundred feet long, and the other six hundred, with a return pier of one hundred feet. Boats enter the first lock a little distance from this.

Swivel Bridge. The first of three swivel bridges, is passed three quarters of a mile from the Delaware.

St. George's Marsh is a low, flat tract of land, over which the tide ebbed and flowed until a great embankment was raised, which serves as a towing path, and excludes the water. The soil was so soft and light, that earth was brought from a dis-

tance to form the bank ; which gradually sunk so far that it is supposed to have displaced, in some parts, a quantity equal to a column of forty feet.

The Deep Cut is five miles long, where the height of the bank varies from 8 to 70 feet. Over the middle of it is extended the Summit Bridge, reaching from hill to hill, with a single arch of ~~235~~ 236 feet span, 90 feet above the bottom of the canal. Schooners and the largest sloops may pass beneath with their masts standing.

The principal reservoir on the line is a pond of 100 acres, ten feet in depth.

[THE PENNSYLVANIA CANAL.

Under this general name is comprehended a great and extensive system of internal improvements, for several years designed by the Legislature of this state. Numerous plans for canals and railways have been proposed and considered, surveys have been made of the principal routes supposed to be capable of improvement for the benefit of the public, and considerable progress has been made in some places in works to connect the waters of the Ohio and Susquehannah, while navigation has been opened up to the Mauch Chunk Mines, &c. It will be some time before the western works will be so far completed as to attract many travellers from the established routes, if they ever are. Canal travelling westward may be commenced at Philadelphia on the Schuylkill, and by the Union Canal.

In 1829, there were 435 miles of finished canals in Pennsylvania, and between 2 and 300 miles remain to be completed.

The great western plan of internal improve-

ments undertaken by the Pennsylvania Canal Commissioners, "From Middletown stretches to the Juniata—thence up the river to the foot of the Alleghany Mountains on the east, and crossing the ridge to connect the waters of the Susquehannah with the Alleghany and Ohio rivers, ascending the main branch of the Susquehannah with the dividing point of the eastern and western branches, it contemplates an improved navigation to the sources of these great streams, as well as some of their tributary branches—presenting one connected chain of improved or canal navigation of not less than five hundred miles in extent."

The eastern part of this work was completed in 1827—from the Susquehannah at Middletown to Harrisburgh. A Basin is formed in the river at the mouth of the Swatara, opposite the basin of the Union Canal, with which it communicates by a lock of $2\frac{1}{2}$ feet lift. It has also an outlet lock, and a lock opening into the Swatara of 9 feet lift. The canal lies principally in an easy, alluvial soil, from the Susquehannah to Harrisburgh, and passes over extensive tracts of level country. There are ten locks in that distance, beginning with the outlet lock at Middletown. They are all 17 feet by 90 in the chamber. The canal passes on aqueducts over Paxton, Fishing, Stony, and Clark's creeks, and is supplied from the Susquehannah, from fifteen miles above Harrisburgh.]

ROUTES TO THE COAL MINES.

In consequence of the opening of the vast beds of coal between the Delaware and Schuylkill rivers, at a distance of about 80 or 100 miles north of Philadelphia, that tract of country has become an object of great interest.

The *Union Canal* runs from the Schuylkill at Reading to Middletown on the Susquehannah.

[The traveller may make *Bedford Springs* an object on this route.]

In the tract of country north from Philadelphia are found inexhaustible quantities of coal, in elevated ridges and mountains of the Alleghany range, which are supposed to be connected with those which are known on the western side of the range, although they are of different characteristics. The western coal is easily combustible, and resembles that imported from Liverpool, &c., while the former is hard, very difficult to kindle, and burns with very little flame. It is, however, of great purity, being of that sort known to geologists by the name of Anthracite, and is now very extensively used for fuel in Philadelphia, New-York, and different parts of the country. The varieties of this coal come down in a kind of rude square boats, called arks, drawing only 12 or 15 inches of water, but containing about 250 bushels each, which may usually be seen on the shores of the Schuylkill, and at the docks in the Delaware. It is only a few years since this coal was supposed to be entirely worthless; and now the demand is enormous.

The whole length of the line of navigation, undertaken and completed by the Schuylkill company, is 110 miles; and the work is the greatest ever performed in this country by private individuals. It commences at the Lancaster Schuylkill bridge, and ends at Mount Carbon. Sixty-two miles of it are by canals, and 46 by pools in the river. The number of houses for lock keepers is

65, the number of locks below Reading, 39, (toll $6\frac{1}{4}$ cents,) and above Reading, 86, (toll 4 cents,) being in the whole 125, of which 28 are guard locks; overcoming a fall of 610 feet. Toll on a ton, \$11 $35\frac{1}{4}$ cents. In 1827, 1329 boats were loaded at Mount Carbon, for Philadelphia, with coal: in all, 31,364 tons. Numerous railroads extend to the Schuylkill from the various coal mines.

Eight ranges of mountains pass through Pennsylvania from north-east to south-west, and the height of land is supposed to be 8 or 900 feet in the lowest place, so that the rivers descend very much in their courses. It has been necessary to make more lockage on the Schuylkill line, than on the whole Erie canal in New-York. Besides this, the country is of the transition formation, with sloping strata, which cause much leaking.

ROAD TO THE LEHIGH COAL MINES, at *Mauch Chunk*. Philadelphia to Rising Sun, 4 miles; Branchtown, (Child's tavern,) 4; Shoemakertown, 8; Jenkintown, 10; Abington, 12; Willowgrove, 14; Horsham, 16; Graham Park, 22; Newville, —; Doyleston, 26; Danville, 29; Roderick's tavern, —; Tohicken bridge, —; Easton, (see page 363,) 5; Mauch Chunk, (see page 365,) —. The traveller may take either the *Stage Coach*, or the

CANAL ROUTE TO THE SCHUYLKILL COAL MINES, at *Mount Carbon*. The canal boats start on the Schuylkill at regular hours, for which the traveller is referred to the newspapers. A carriage will be necessary, as the boats lie at the western extremity of the city. On this route a boat with one horse performs the work of 7 wag-

ons and 28 horses. Merchandise goes from Philadelphia to Mount Carbon for \$5 a ton.

Manayunk is a large manufacturing village, begun only about 1819 or 1820. The manufactories are furnished with water by a canal 3 miles in length, through which the boat will pass.

[The county of Delaware, which is very small, contains numerous manufactories of different descriptions, moved by water.]

Passing from the canal, the boat enters the Flat Rock Basin and the river.

Plymouth Locks.—Here is a canal about three-quarters of a mile long. The *marble quarries* are in this vicinity; from which stone is sent to Philadelphia.

Norristown contains some fine houses, as well as a court house, jail, and two churches. A bridge has been erected here 800 feet long.

Pottsgrove, 36 miles from Philadelphia, is a pretty village.

Reading, 54 miles from Philadelphia, is a place of considerable importance, inhabited by Germans, and contains some handsome public buildings. The *Union Canal* begins below the town at a point 60 miles from Philadelphia.

[THE UNION CANAL passes up the western shore of the river, to the valley of the Tulpehocken; and follows that valley till within five miles of Lebanon, where begins the summit level. In all this distance it rises 311 feet, by numerous locks of 4 and 8 feet lift. The canal is 24 feet wide at bottom, 4 deep, and 36 on the surface. The *Summit Level* is ten miles and 73 chains in length. On this part of the canal is the *Tunnel*;

an excavation bored through a hill for a distance of 729 feet. 18 feet in breadth and 14 feet high.

The great water-wheel, at the mouth of Clark's Creek, is 36 feet in diameter, and raises the water from the Swatara Feeder into the summit, near Lebanon. It works two forcing pumps $14\frac{1}{2}$ inches in diameter, and propels water through a raising main 850 feet long, 20 in diameter, to a perpendicular height of 93 feet. The Union canal was commenced in 1823 and finished in 1827; and, including the navigable Feeder, is above 80 miles in extent. The whole expense was about a million and a half.

The summit level lies on a limestone soil, which makes it necessary to plank the bottom and sides of the canal. The summit level opens westwardly upon the valley of Clark's Creek. Hence the canal passes on the Swatara river, which has two dams, and whose course it follows to Middletown on the Susquehannah. The descent to this river from the summit level is 192 feet 6 inches, surmounted by 37 locks. There are 12 aqueducts on the whole route, one of them 276 feet long, and another 165. There are 92 lift locks, 75 feet wide and 72 long: most of them laid with water cement.

We return to the Schuylkill Navigation.]

From Reading, the road passes near *Duncan's Job*, a piece of deep cutting in a solid rock, 60 feet down. Numerous shafts have been sunk near the Schuylkill for Anthracite coal. The Peach Orchard mines afford beautiful particolored specimens. In these, and others, specks and lumps of perfect charcoal have been found, imbedded in

the fossil—with other appearances which tend to raise many conjectures concerning the original formation of these mines. The road to Hamburgh from Reading lies through the Great Limestone Valley of Pennsylvania; which has the Kittatinny chain of mountains on the north, and the Blue Ridge on the south. The surface is beautifully varied by the natural undulations of the surface; and the road affords a very fine succession of beautiful scenes, where the well-cultivated farms are usually backed by ranges of fine mountains. The inhabitants dwell in good, and often handsome houses, while their great stone barns speak thorough husbandry. *The Mountain Dam*, near Hamburgh, is 27 feet high.

HAMBURGH. This is a small village, with a church situated in a romantic position, at the entrance of the

Schuylkill Water Gap.—This is a narrow gorge, through which the river runs over a steep and rocky channel for four or five miles; leaving no room upon its banks, which rise several hundred feet. The road has been cut out along the face of one of these ranges, at a great elevation. The views which are here afforded to the traveller are romantic and varied in a high degree; presenting the woody mountains in different directions, with the course of the Schuylkill winding through them.

The *Little Schuylkill River*, a branch of the principal stream, runs through a valley of the same general description; and here lies the road to Mount Carbon. The country will hardly admit of any cultivation.

The Tunnel.—This is a place where a hill has been bored through 375 yards for a canal, about three miles from Orwigsburgh.

Port Carbon, at the head of the Schuylkill navigation, is a point at which the railroads of Mill Creek and the valley terminate.

ORWIGSBURGH, about eight miles from the Gap, is three miles from the river, and enjoys an agreeable situation, although the soil is not very good. The German language here prevails, and is used in the church as well as in the ordinary concerns of life.

MOUNT CARBON, eight miles, is in sight of several coal mines.

The coal country in this region begins in Luzerne, on the upper part of the Lackawanna River, following its course to the Susquehanna, and along that stream, principally on the eastern bank, to 18 miles beyond Wilkesbarre. It runs south to the Lehigh River, and thence south-west, through Schuylkill county.

It is estimated to extend about 70 miles; and about the middle of the range is 8 or 9 miles wide, growing narrower towards each end. At Mount Carbon the coal occurs in beds 4 or 5 feet in thickness, generally running east and west; and dipping to the south at 45 degrees, with a slate rock immediately over it, and strata of sandstone and earth above. The slate, as usual, in the vicinity of coal, presents the impressions of organized substances at some ancient period imbedded in its substance: such as the leaves of laurel, fern, &c.

In consequence of the inclination of the coal veins into the earth, the miners have, in some pla-

ces, sunk shafts to the depth of 150 feet, with lateral excavations, east and west, of various lengths, to 300. Two small carriages called Trams, are used in a sloping shaft to bring the coal out, being made to descend by turns; but in the horizontal one, which has been carried in about 500 feet, they employ wheelbarrows. Some of the veins run perpendicularly.

Sharp Mountain, 600 feet high, and Broad Mountain, 900, are penetrated by numerous mines. The coal is dug out with wedges, drills, and sledges, &c. and as it costs only about \$50 to open a mine, and nothing else but labor in digging and raising it, the advantages are not confined to capitalists. Waggoners are ready to transport the coal to the landings, and put it into boats.

The canal has been extended from *Port Carbon* up to Mill Creek, which will supply great quantities of coal.

ROUTE TO THE LEHIGH COAL MINES, at Mauch Chunk. The traveller going from *Philadelphia* to the *Lehigh Mines*, may take one of the steamboats to Bristol, whence a stage coach starts, on their arrival, for Newtown and New-Hope, 34 miles from Philadelphia; and thence for Easton, 36 miles more, nearly all of which is along the bank of the Delaware, and commands a view of its wild and interesting scenery.

There are three routes from Philadelphia by which Mauch Chunk may be reached: 1st. By the way of Bethlehem; 2d. By the way of Easton through Doylestown; and 3d. By the way of Bristol, also through Easton. By either route you reach the village in a day and a half. [For these places, see *Index*.]

New-Hope is in a romantic situation; and Goat Hill rises opposite to the height of 500 feet, its top affording a fine view. 2 miles south of this village is Ingham's Spring, which furnishes a supply of water to many wheels. Bridges cross the Delaware to New-Jersey at New-Hope and Mitchell's.

Delaware Water Gap. The scenery at this spot is romantic and beautiful. The course of the river appears at a little distance as if arrested by two opposite mountains, between which it flows in a narrow channel, suddenly contracting itself to a furlong's breadth, from a broad, smooth, and unbroken sheet like a lake of considerable extent. There is some fertile land in the vicinity, and the hills contain many mineral treasures; iron ore, &c. &c.

EASTON. This is a village of some size, and a central point from which numerous roads diverge, and stage coaches run in various directions. It is situated in a rich valley, enclosed by the South and Blue Mountains. It is about 52 miles from Philadelphia, and contains 3000 inhabitants. Within a compass of a mile and a half are 18 mills; and 250,000 barrels of flour are annually sent to the capital. (Writing slates are quarried in this vicinity.)

The following is a list of distances from Easton on the different stage routes. New-York, 70 miles; Schooley's Mountain, 23; Morristown, 41; New-Brunswick, 45; Bethlehem, 12; Mauch Chunk, 34; Nazareth, 7; Delaware Wind Gap, 20; Stroudsburgh, 27; Wilkesbarre, 52; Belvidere, 12; Reading, 52; Newtown, (Sussex county,) 40.

From Newtown a coach runs to Montrose, Oswego, Ithica, and Geneva, and communicates with the Erie Canal, and with the direct route to Buffalo.

At Easton will be seen the dam over the Delaware, at the termination of the works for improving the navigation of Lehigh River, from Mauch Chunk to this place.

The road to Mauch Chunk leads through *Bethlehem*, 12 miles. This is a neatly built place, in a romantic and delightful situation, along the course of a swift running brook. It is inhabited by Germans, and little English will be heard spoken in the place. There is an old church and an academy for the education of girls, under the management of the Moravians, to which sect the inhabitants belong. A little beyond Bethlehem the country begins to assume a more mountainous appearance; and along the banks of the Lehigh they rise to a height of seven or eight hundred feet, or even more.

It is related by tradition, that nearly 100 years ago, three men set out from Bristol, to walk, between sun and sun, for the title to as much land as the best pedestrian of them could cross in that time. The successful one (Edward Marshall) gained for the contractors, from the Indians, a tract extending north-west to Still Water. He passed up the Delaware and Lehigh, round Pocono Mountain, &c. a distance computed at 119 or 120 miles.

The works on the Lehigh River are on a large scale, and worthy of particular remark. The river descends 365 feet, and requires 52 locks

The locks are intended for the passage of steamboats capable of carrying 150 tons of coal, 100 feet long and 30 wide; 21 dams; the canals 60 feet wide at the bottom, with 5 feet of water.

Mauch Chunk shows mountains perhaps 1000 feet high. The *Lehigh Water Gap*, 25 miles from Easton and 11 from *Lehigh*ton, 6 miles from Mauch Chunk. The river, for a mile, passes through an opening in the Blue Ridge, with barely room for the road between the shore and a precipice. Near this spot is the *Devil's Pulpit*, a remarkable cavity in the rocks.

The first objects that attract attention near the village of Mauch Chunk, are the lock in the river, and the Chute, or inclined plane, at the end of the railway, down which the loaded coal cars slide to the wharf on the river, where they load the boats and arks. The latter carry about 10 tons. The noise of the cars coming down the railway will often be heard rumbling as the traveller approaches the village.

MAUCH CHUNK, 90 miles from New-York, and 70 from Philadelphia. Stage coaches run to Easton daily—fare \$1 50—also to Berwick, Newton, and Buffalo. The village is shut in by rude mountains, of such height that the sun is invisible to many of the inhabitants during the short days. The Hotel commands a view of some parts of

THE RAILWAY, which leads from near the coal mines to the Lehigh River. This was the second ever constructed in the United States. It extends a distance of 9 miles, along the side of a mountain. The sleepers are of wood, the rails are also of wood, 4 by 6 inches, and covered with an

iron plate $\frac{7}{8}$ of an inch thick. The whole construction cost only \$4,500 a mile. The coal mine lies a little on the opposite side of the mountain; and the coal cars are first drawn by horses to the beginning of the railway up an acclivity of $\frac{1}{4}$ of a mile. The summit is 982 feet above the river. Pleasure wagons are occasionally used to carry strangers up and down the railway; but they often go up in the returning cars. The average rise of the way is 18 inches in 100 feet, which is scarcely perceptible to the eye, and permits a single horse to draw up three empty cars. In coming down, however, by their own gravity, the carriages would, if permitted, move with immense rapidity. The road generally passes along a narrow shelf, which is alarming to a stranger, particularly in descending; some of the precipices being 500 or 600 feet. The Tunnel is seen in going up, about 400 feet above the road. It is 12 feet high, 20 wide, and about 800 long. It was cut through the mountain in 1826, to obtain a short passage to a bed of coal supposed to lie on the other side. A shaft was sunk sixty-four feet from the summit of the hill without finding coal; five hundred feet beyond this shaft towards the north, a hole has been bored to the depth of 110 feet, coal was found at 80 feet, and the augur continued in coal to the extremity of the bore. The Company, however, were disappointed; but they have an inexhaustible supply of this useful article, as their land extends 14 miles back from the river, and along the road; and 10 or 12 miles are underlaid by beds of anthracite coal.

The cars may be stopped immediately by a

long lever which brings strong bearers against two of the wheels, and causes great friction. The guide to every brigade of eleven cars holds a rope attached to all the levers. A curious machine, called the *Brake*, is also used.

There is generally a stop to be made in the midst of the course, to wait for other cars passing, and to oil the wheels.

The cars weigh about 1500 lbs. each and run on wheels two feet in diameter. Strangers often make an excursion in them for the novelty of the mode of travelling. At the end of the railroad is a platform on the bank of the Lehigh River, down which the coal is let over one of the rails on an inclined plane of 750 feet (200 feet perpendicular height,) to the stone houses, the wharf, and the boats. Each loaded car is connected to an empty one, which it draws up, by a rope that passes round a large cylinder or drum. A car goes down in about 1 minute and 20 seconds. The noise of the cars on the railway is perceptible at a great distance. In 1827, 132 cars descended in a day, with 198 tons of coal. The *Mine*, or quarry, as it ought, perhaps, properly to be called, opens upon the road by several passages, cut deep in the earth. These conduct into an area formed by the removal of many thousand tons of coal, which have been dug out in such a manner as to keep the surface on an inclined plane, where the carts drive in, load, and then pass out at the other passage. The coal is very hard, pure, and black, with a beautiful and conchoidal fracture, and perfectly clean in handling. The surface of the ground was covered with a coat of sand 2 feet

thick, interspersed with sandstone; under that was 8 feet of black pulverised coal; and then came the coal itself. Some beautiful impressions of fern leaves have been found in the rocks.

Lowrytown, 15 miles above Mauch Chunk, is situated on the Lehigh River, in the midst of a most wild and romantic region. Here are four saw-mills, which are supplied with timber from the surrounding mountains; the trees being cut far above, and slid down their steep sides into the stream. Arks go down, as on the lower parts of the river, by being set off on the flood caused by opening the gate of the dam. Ladies sometimes pass down in this manner, boxes being resorted to instead of arks, to keep out the water. Materials for building arks at Mauch Chunk, &c. are supplied from Lowrytown.

ROUTE FROM PHILADELPHIA TO NEW-YORK,

By Steamboats and Railroad.

Leaving Market or Arch-street wharf, the ship house, in the navy yard, is seen over the little island in the river. Near the upper part of the city are the ship yards; and beyond, three glass houses near the water, with white walls and black roofs. A steeple and a shot tower are the principal objects rising above the great mass of houses in the city.

The banks of the Delaware are low, and present a uniformity quite unfriendly to the picturesque. The towns are, however, interesting in the history of the Revolution, as will be seen a little beyond.

The Camden and Amboy Railroad (or Delaware and Rariton Railroad,) is to extend to Camden, opposite Philadelphia. The traveller now first meets it at Bordentown, *which see* for a description of it.

BURLINGTON, in New-Jersey, 18 miles from Philadelphia, presents a handsome appearance; with a row of fine residences facing the river, in front of which is a street with a beautiful sloping bank.

BRISTOL, a little above, and on the opposite side, has also a number of gentlemen's seats; and handsome flower gardens on the bank, ornamented with fine willows, &c. A stage coach goes hence to Easton every day, on the arrival of the steamboat, price of a passage, \$3.

BORDENTOWN, 28 miles from Philadelphia, and

7 below Trenton, stands on a steep sand bank, through which a road is cut to the water. Just north of the village is the house of Joseph Buonaparte, the Count de Surveilliers, once king of Spain. It is a long white building, with two low square towers at the ends, and a shot tower near it by the river.

The Camden and Amboy railroad is to extend 61 miles. It now crosses New-Jersey from South Amboy, near the mouth of the Raritan, to the Delaware at Bordentown, where it meets the Philadelphia steamboats. It has been nearly completed thence to Camden opposite to Philadelphia. The country through which this portion of it passes presents but little interest. The $34\frac{1}{2}$ miles along the east side of the Delaware affords some pleasant views, though it is so nearly on a level, as to have but few ascents more than 20 feet in a mile. On the other portion there was considerable expense at Croswick's creek, South River and the hill near the E. extremity. The deep cut is 2 miles long, and 60 feet deep in the deepest place. The viaducts and culverts are of stone, though stone is scarce. The charter forbids the construction of any other railroad on the route between Philadelphia and New-York. The estimated expense of the line was nearly $1\frac{1}{2}$ millions, including steamboats, cars, wharves, &c. The Legislature have authorized an extension of this road to Hudson river, and to New-Brunswick.

TRENTON, 33 miles from Philadelphia, is a town of considerable size, with a great number of stores, and the aspect of business. The bridge across the Delaware has five arches. The canal which is

here made round the rapids, supplies water power ; and here begins the Delaware and Raritan Canal which crosses the state.

Lamberton is a village where the coach offices are, and apparently forms a part of Trenton.

The *State Prison* is situated a little south of the town.

New-Jersey has a school fund of about \$230,000, yielding about \$16,000. \$20,000 is annually appropriated to the schools : the balance being paid out of the treasury. Public education is very deficient.

In Dec., 1776, the English had 4000 men on the east side of the Delaware, in Trenton, Bordentown, Blackhorse, and Burlington, with strong detachments at Princeton and New-Brunswick, with their magazines.

On Christmas night, three divisions of the American troops attempted to cross the Delaware : one at Bristol for Burlington ; one a mile below Trenton ; and one nine miles above, under Washington and Greene. This was the largest, but principally militia ; it approached Trenton by two roads, attacking it at 8, A. M. very unexpectedly, and putting the English and German troops (about 1500) to the rout. Five hundred escaped ; the rest surrendered, being the regiments of Ralle, Anspach, and Knyphausen. Ralle was killed in resisting. The other divisions could not cross on account of the ice, and Washington returned with his captives and six pieces of artillery. This successful stroke greatly encouraged the country, as it was the first victory over those German mercenaries.

Washington soon after re-crossed the river, and posted his army at Trenton. On the 2d of Jan., 1777, Lord Cornwallis reached Trenton; and Washington fortified himself on the Assumpsick. But he was too weak to hazard an engagement; and the Delaware was filled with ice.

Being hardly pressed, Washington had formed the plan of a retreat, expecting to be unable to remove any thing but the soldiers and what they could carry, as the soil was so unfavorable, and the weather so mild and wet, that wagons could not pass. Cornwallis had sent to Princeton for a regiment to join him, that he might attack the Americans immediately. In the night, however, Gen. Greene reported that the weather had suddenly become cold; and at midnight, Washington was able to begin his march, with all his baggage and artillery. The British had no intimation of their departure until they heard the guns firing at Princeton.

PRINCETON, 10 miles. This village is situated on an elevated ridge of land, which, on several sides, rises with a long and easy slope, and commands a prospect of considerable extent. In approaching it from the west, we discover the Delaware and Raritan Canal, south of the road; and afterwards the Theological Academy, which is of stone and 4 stories high, is seen on the right; and *Nassau Hall* in the centre of the town, opposite the stage house. The college yard is large and shaded with trees; and the burying ground contains the ashes of the presidents of the institution; Aaron Burr, Jonathan Edwards, Samuel Davis, Samuel Finley, John Witherspoon, and Samuel S. Smith.

Washington met at Stoney Brook, near the present road, a little way from Princeton, and defeated the British regiment. He then marched north to the high grounds. During the battle of Princeton, it is related that a cannon shot entered the chapel, and tore away the head from a portrait of George III.

New-Brunswick. Here steamboats start for New-York.

The view is pretty from the hill; whence the public buildings appear to good advantage, particularly the Rutgers Theological Seminary, which is under the synod of the Dutch Reformed Church. The banks below are picturesque, but afterwards are low and little varied.

In the spring of 1777, Washington advanced from near Morristown to Middlebrook, where he intrenched himself on the heights, in full view of New-Brunswick. The British tried various stratagems to decoy him from this commanding position, and once succeeded; but discovering their intentions to surround him, he quickly regained it, and they were soon after obliged to give up all hopes of penetrating in this direction, and devoted their attention to co-operating with Gen. Burgoyne, who was coming down towards Albany.

Perth Amboy, 13 miles.

Elizabethtown Point, 15 miles from New-York. The village is partly seen about 2 miles inland.

Staten Island is large and elevated, with but few inhabitants, and a small cluster of houses. The large building on the bank of the kill, is the Sailor's Snug Harbor, or house endowed by Capt. Randall.

On entering New-York Bay, Fort Lafayette is seen in the Narrows, between Staten and Long Island, which is the passage to the sea. The city presents a close mass of houses, with Castle Williams on Governor's Island, seen near it on the right; and Ellis's and Bedlow's Islands on the left, with their fortifications. On approaching, the prominent objects are the tall pyramidal steeple of Trinity Church, the more ornamented one of St. Paul's, and the distant top of the Catholic Cathedral, &c. &c. The clusters of trees observed on the shore in front of the city, are on the Battery, a place once fortified; but now the principal public square; and Castle Clinton, just west of it, is a place of amusement. (*See the vignette on the title-page.*)

THE WESTERN TRAVELLER.

AN APPENDIX TO THE "*NORTHERN TRAVELLER*," FOR THE
USE OF EMIGRANTS AND TRAVELLERS.

Containing the Principal Routes to and through the Western States, descriptions of some of the Chief Towns, remarks on climate, soil, productions, diseases, modes of travelling, &c. &c.

Whoever visits the new Western States at the present time, will enjoy a pleasure which is hardly to be experienced in witnessing the state of a people in any other part of the world. The vast regions watered by the streams of the Mississippi, are receiving emigrants from various countries, and rapidly changing the aspect of nature for that of civilization. There are seen the enterprising spirit of the first clearers and cultivators of the soil; there are renewed the labors of our ancestors on the Atlantic coast, but on a scale immensely greater, favored by peace and security, protected by laws, and encouraged by free institutions. The grand features of nature may now be observed

Books recommended—Flint's Geography and History of the Western States. Darby's View of the United States. Peck's Guide in Illinois and Missouri. The Emigrant's Guide through the Valley of the Mississippi.

with peculiar advantage, amidst scenes of general activity and prosperity ; and there is much to attract attention among the works of man, ancient and recent, as well as in the mountains and lakes, rivers and prairies of that vast portion of our country, which is equal in extent to the valley of the Plata in South America, or the Empire of Russia.

The following pages are designed for the information of emigrants, as well as travellers ; and the author has endeavored to comprehend in the briefest manner, such important facts and suggestions as might render this part of the work an useful manual for those numerous persons, foreigners as well as Americans, who annually seek a permanent residence in our Western States.

“ In the “ far west ” most things wear a character of higher grandeur and intensity, than on the east side of the mountains. Her domain is wide and wilder ; and if her attire is less trim and symmetrical, it is more opulent in color, and magnificent in drapery, and the beauty of her gardens, parks, and pleasure grounds, not only satisfy the senses, but feast them to satiety.

Being more elevated, and free from the haze of the Ocean, the atmosphere is more pellucid than along the Atlantic border. The meteorology of the west is somewhat peculiar. Changes of the weather are not strongly indicated by any well known phenomena of the heavens. They cannot therefore be readily foretold. They occur unexpectedly, often without an apparent cause, though such cause certainly exists. The temperature is frequently mild until midnight or later, but becomes severely cold before morning, without the

occurrence of a cloud, or any unusual commotion in the atmosphere. Notwithstanding this, the weather is less changeable, and the climate more uniform (we mean as to heat and cold) than in the Atlantic States.

The opinion has been entertained, that, in corresponding latitudes, the temperature is higher in Mississippi Valley, than between the mountains and the Atlantic. This we apprehend is an error, to the establishment of which, the writings of Volney and other theorizing travellers have contributed.

During the severe weather of the winter of 1831, the Mercury sunk in Lexington, Kentucky, to 14° , in Nashville, Tennessee, to 17° , and in Shelbyville, to 19° below zero. We have heard of nothing to equal this in the same latitudes in the Atlantic region.

The equinoctial gales and rains do not occur so regularly in the Mississippi valley as they do east of the mountains. But the country is more frequently visited by tornadoes, which sweep along in narrow veins with a force that prostrates forests, demolishes houses, and scatters like chaff other fabrics of art, in common with the products of the field. The traveller often meets with the paths of these wild and terrible gushes of wind, where scarcely a tree has withstood their fury.

The trees of the west have no equals in size, and the vegetation generally of the western states, is vigorous and luxuriant, far beyond that of any other portion of our country, and in depth and magnificence the forests are unrivalled. Some of the trees, especially the sycamores, could they be

transported entire from the banks of the Ohio, would be visited as wonders in the Atlantic States. One of them is seventy-two feet in circumference; this is probably the giant of the valley. Whether it be viewed, while under the blossom of Spring, the leafy luxuriance of summer, or the variety and splendid garniture of autumn, the western landscape is unmatched in beauty.

The Ohio hills range many hundreds of miles, along the beautiful river, which gives them their name, often constituting its immediate banks, but generally running at a short distance from its margin. Their construction is singular, consisting in a chain of eminences several hundred feet high, with regular depressions between them, the whole presenting a lofty and waving ridge, of composed amenity and pleasing uniformity. Their sides are densely wooded, from their base: and a line of tall and graceful trees, with interweaving branches, springing from their summit, forms for them a suitable and majestic crest. The blue of the distant sky, or the sunny clouds of morning and evening, seen through that magnificent lattice-work of trunks and their ramifications, by the voyage on the river, add greatly to the rich and picturesque beauty of the scenery. The climate of the Mississippi Valley is salubrious except along the low tracts of alluvion, which border the rivers and smaller streams: and their skilful agricultural improvement will render it so. The hill and plain country, generally, is as healthy as any other portion of the United States. Of the truth of this, the number, sprightliness, and vigor of the children born and nurtured there, give sufficient evi-

dence. Western families are proverbially large. What may be the effect of the climate of the entire valley, on the human race, when the constitutions of future generations shall have fairly conformed to it, we pretend not positively to predict. We do not doubt, however, that it will be favorable. Were it admissible in us to discuss the subject, reasons might be given, to authorise the belief, that the western population will be a noble one. It will be long before luxury can corrupt and enfeeble it. Industry and frugality will render the inhabitants active and hardy; and a steady disposition to observe and enquire, will supply them with knowledge. Nor is this all. Man is improved in his person and character like his domestic animals, by a sufficient supply of wholesome food, a free and pure atmosphere, liberal exercise, and skillful training. A country of health and plenty is always stocked with a vigorous race of men, and of such domestic animals, as are carefully reared in it. The reverse is equally true, in a sickly country, or a sterile one, where food is scarce, nothing can thrive. Man, in common with other animals, is reduced in his stature, strength, and efficiency. To this, there is no exception; nor can there be, under the present economy of nature. In a country of such health and abundance, as the Mississippi Valley, therefore, man can scarcely fail, under a system of suitable training, to attain the full perfection of his nature." AM. Q. REV.

The Emigrant and the traveller will proceed either by the northern lakes, by some of the fifteen roads leading from the Atlantic States, or by ship to N. Orleans, and thence in steamboats.

Most of the roads are turnpikes. They are as follows:

- 1st. From N. York along Lake Erie.
- 2d. From Buffalo to Meadville.
- 3d. From Harrisburgh Penn. through Bellefonte to Erie.
- 4th. From Harrisburgh through Lewistown, Huntingdon to Pittsburgh.
- 5th. From Philadelphia through Harrisburgh, Carlisle, Chambersburg and Bedford, to Pittsburg.
- 6th. From Baltimore through Cumberland, to Wheeling.
- 7th. From Washington, (D. C.) through the valley of Virginia to East Tennessee.
- 8th. From Richmond through Staunton, (crossing the 7th,) to Charleston, Virginia, to Guandot on Ohio river.
- 9th. From Wilkesborough, N. C. to Greenville.
- 10th. From Rutherford through Asheville to Greenville.
- 11th. From Pendleton, S. C. across the S. W. corner of N. Carolina to Tennessee, (the Unika turnpike.)
- 12th. Several roads from Georgia into East Tennessee and Alabama.

There are also other roads, but these are the principal.

Travellers will commonly go westward from Baltimore or Philadelphia, and return by the lakes to Buffalo, or vice versa. No precise route will be pursued in the following pages, but such places will be described, and such subjects will be noticed as may prove most interesting to both

travellers and emigrants, after a few suggestions to the latter, relating to arrangements for their journey to the Western States.

Farmers going to settle in the West, had better travel with their horses and wagons if they have them, and take their clothing, tools, kitchen utensils, and in general all lighter and more valuable moveables. The heavier may in some cases be advantageously sent by water, but can generally be purchased in the West at a saving. The Emigrants Guide, estimates the expense of transporting the baggage of a settler, from New-England or New-York, by the Erie Canal and the Lakes, to any spot not above 100 miles from the lakes or Cincinnati, at from \$2.50 to \$3 per cwt. On the roads, the price per cwt. to the navigable waters of the Mississippi, gradually increases from about these sums as we go south. A voyage to the Mississippi, by the way of New-Orleans, is liable to uncertainty in respect to time and expense; and at certain seasons to disease.

Travelling in stage coaches in the West is generally from 4½ to 6 cents a mile.

From N. Orleans to St. Louis, by steamboat, \$25.

St. Louis to Beardstown, or Quincy, Illinois, by steamboat, \$6.

St. Louis to Galena, Illinois, by steamboat \$12.

[*Deck passengers* travel in the Western steamboats at ½d or ¼ the price of cabin passengers. They have a shelter from the weather, but must provide their own food.]

The expenses of travelling from Boston to Pittsburgh, in the cheapest manner, were a little

less than \$50 for an emigrant and his wife, without including any freight; and from Pittsburgh to Jacksonville, Illinois, a little less than \$60. The whole distance is 1,319 miles, and is often taken by the quantity for a round sum, which is generally the cheapest manner of arranging for the transportation.

Freight from New Orleans to St. Louis, about 62½ cts. per cwt. From New Orleans to Louisville and Nashville, about the same. From New Orleans to Cincinnati, the rates increases from 50 to 70 cts., when the Louisville Canal is impassable.

Time for travelling West. The roads are broken up in the spring, and often overflowed, and do not become good until the weather is warm and settled. The spring is however the best season to travel by water; the rivers rising above the common obstacles dangerous to boats. Sometimes the rivers subside in May. The Autumn is best

[*Stage routes and expenses.* Philadelphia to Pittsburgh, 300 miles, \$16,50. Pittsburgh to Wheeling, 59 m. \$4,50. Philadelphia to Baltimore, 128 m. \$3. Baltimore to Wheeling, 271, m. \$15,50. Wheeling to Columbus, 140 m. \$8. Columbus to Cleaveland, 177 m. \$10,50. Columbus to Chillicothe, 45 m. \$2. Chillicothe to Cincinnati, 94 m. \$5,50, (direct, 110 m. \$6,50.) Cincinnati to Indianapolis, 112 m. \$5,75. Indianapolis to Madison, 86 m. \$4. Cincinnati to Lexington, 76 m. \$4,50. Lexington to Louisville, 75 m. \$4,50. Louisville to St. Louis, through Vincennes, 267 m. \$15,50. Louisville to Nashville, 180 m. \$12.]

for travelling by land: there being little rain, the roads are generally very good, and, the harvest being home, every thing is cheap.

Health. Travelling in steamboats is best adapted to the Spring, because shelter is afforded. Land travelling is better in Autumn, because the weather is neither very cold nor very hot. The heats of summer, as well as the cold of winter, endanger the health, especially of those not accustomed to them, as many of the inns are small log houses.

Route and expenses from New-York to St. Louis,
New-York to Albany, including food, 146 miles,
from \$1 to \$2.

Albany to Buffalo, by Erie Canal, in a packet
boat, \$15 00. (In a line boat about \$9.)

Buffalo to Erie, by steam, 3

Buffalo to Ashtabula, by do. 4 50

Buffalo to Cleaveland, Ohio, by do. 6 00

Erie to Beaver, on the Ohio, by stage, including food, 5 50

Beaver to Cincinnati, steamboat, 10

Cincinnati to Louisville, do. 3

Louisville to Shawneetown, do. 6

Do. to St. Louis, do. 12

Steamboat Route to St. Louis, via Lake Erie, &c.
above 1200 miles.

From Buffalo to Dunkirk, 45 miles, Portland 60, Erie 90, Salem 120, Ashtabula 135, Grand River 165, Cleaveland 195, Huron 245, Sandusky 260, Detroit 330, Mackina 600, Green Bay 750, Chicago 900. Stage coaches run from most of these ports into the country. Stage coaches go from Chicago to St. Louis, 320 miles.

A cabin passage from Buffalo to Detroit, costs \$8; a deck passage, \$4. A family of 5 or 6 persons, with a wagon load of furniture, may have a comfortable deck passage in the summer for \$20. The prices to other places are generally in proportion.

The harbors in Lake Erie have been furnished with two parallel piers each, by the general government, through which the rivers flow, thus preventing the accumulation of sand in bars.

Detroit has about 3000 inhabitants, and is fast increasing. Numerous emigrants arrive annually. About $\frac{1}{4}$ of the inhabitants are of French origin. It was settled in 1670. The churches are a Presbyterian, Episcopal, Methodist, Baptist and Roman.

Michigan contains a great proportion of excellent land, is passable in many parts in wagons, in its natural state, almost surrounded by water, offers great facilities for intercourse, and is settled chiefly from N. York and N. England, with 45,000 inhabitants.

The Western States of the American Union, or "the West," as that part of it is familiarly called, lie on that side of the Alleghany Mountains, and on the Mississippi river or its branches. This river, receives the water flowing from all the country between the summits of the Alleghanies and Rocky Mountains, which are about 1000 miles apart, at the Gulf of Mexico: and more distant near the head of this great river, so that it drains an extent of about 1,300,000 square miles. Vast prairies, destitute in a great measure of trees, and bearing but few species of plants, occupy a large

portion of these regions; and a small part only is yet inhabited, except by wild animals, or wandering Indian tribes, who live principally by hunting. The Mississippi and many of its branches are subject to great floods in the Spring, and the numerous steamboats, flats and arks, by which they are navigated, are exposed to rapids, currents, shoals, eddies, and logs partly imbedded in the bottom, especially at low water. Logs or trees fixed at one end, projecting upwards and slanting in the direction of the stream, are called sawyers, as they are kept in motion by the water. Planters are those which point in the opposite direction, and are peculiarly dangerous to vessels coming down the stream. Snags are such obstructions caused by logs, stumps, &c. as are not included in the above.

Passages down are much shorter than up the rivers, and less expensive. The navigation is often interrupted to the upper ports, by low water. The tide is but little perceived in the Mississippi.

Part of West Florida and the regions watered by streams not flowing into the Mississippi, in Georgia, Mississippi and Alabama, are commonly included as parts of the Great Western Valley; and under that view it embraces the following divisions:--Michigan Territory, 38,000 square miles; Illinois, 57,900; Indiana, 36,500; Ohio, 39,750; Part of Pennsylvania, 15,833; Part of Virginia, 26,649; Kentucky, 40,500; Missouri, 65,500; Tennessee, 40,200; Arkansas, 60,700; Mississippi, 47,680; Louisiana, 49,300; Alabama, 52,900; West Florida, 27,840; with the following Indian regions:--Mandans, 295,203; Sioux, 162,385;

Hurons, 120,975; Osages, 91,980; Ozarks, 83, 350.—Total, 1,353,145 *square miles*. To this may be added 25,000 square miles of New-York, N. Carolina, and Georgia, &c.

History. In 1512, Ponce de Leon, discovered the continent, in lat. 30 deg., and called it Florida. Grivalva and Vasques landed in 1518 and 1524, but established no permanent settlement. Narvaez, in 1528, had no better success. Ferdinand de Soto, afterwards crossed from Florida and the Mississippi. Ad. Coligny, in 1564, planted a Huguenot colony near St. Augustine, which was cut off by the Spaniards, for heresy, which was revenged by De Gourgues. The northern parts of the valley of the Mississippi, were visited by Frenchmen, after the settlement of Quebec, in 1608. Maguette, a Jesuit, discovered that river in 1673. In 1679, La Salle, spent the winter in the Illinois; and in 1680, Hennepin passed down the Mississippi to the falls of St. Anthony. Cahokia and Kaskaskia, were settled by La Salle, in 1683, who next year landed in Texas, and having failed in attempting to discover the mouth of the great river, was murdered in attempting to reach the Illinois.

Ibberville founded Biloxi in 1699, having sailed nearly 300 miles up the Mississippi; after which missions and trading stations were formed. Bienville, for many years the French governor of the country, founded New-Orleans, in 1719; which event was soon succeeded by the destruction of the Natchez Indians, and repeated dissensions with the Spaniards in Mexico. The "Mississippi bubble," in which above 300,000 dollars was

sunk by Frenchmen, dates in 1717. Prosperity prevailed in Louisiana from 1736 till 1754, when the war between France and England began. The French built forts in Erie, Penn. a branch of French Creek and Pittsburgh, and in 1753 and 1755, Washington and Braddock were defeated in attempting to oppose them. In 1758 and '59 Pittsburgh, Niagara, Ticonderoga, and Quebec, were taken by the English. In '62 France secretly ceded all west of the Mississippi, to Spain; and in '63 all east of it to England, Spain ceding to England, Florida. During the revolution, Gen. Clark took Vincennes, and the Spanish and French took Baton Rouge, Mobile, and Pensacola, for the Americans. England, in '83, ceded Florida to Spain, which she, after a long dispute with the U. States, on the boundary, secretly gave over to France, who, in turn, sold it to the U. S. for 15 millions of dollars.

Some of the Western States suffered greatly from the Indians, for fifteen years after peace was declared. In 1790, Gen. Harman was defeated near Chillicothe, with about 1,500 men; and in '91, St. Clair, with 1,400, near Miami river. Between 1783 and '93, about 1,500 persons were killed, captured by Indians, in Kentucky; and nearly as many in West Pennsylvania and Virginia. Gen. Wayne, with 3,000 men, defeated them, in '94, at Miami of the Lake, which led to peace. Various battles were fought in the last war, in the west, which need not be particularized; and there have been some Indian disturbances more recently.

The large and numerous steamboats which ply

on the Mississippi, and many of its tributaries, offer the most important advantages to emigration, as well as to the transportation of goods. Boats were formerly three months in going from New-Orleans to Louisville, and now the passage is made in 15 or 20 days, including many stops; and the prices of freight have been greatly reduced. There are probably above 500 steamboats now in use, many of which offer elegant accommodations to passengers, at a very low rate. Cabin passengers are often invited to go on board even a day or two before the time of departure, and are charged nothing additional for their lodging and food. The boats on the Mississippi make five trips in a year. The trip from Louisville to Pittsburgh, is made in 8 or 9 days.

Much has been done in the West, by different societies, to supply it with bibles, tracts, sabbath schools, preachers, and to promote temperance and learning. There are about 30 colleges, several medical schools, theological seminaries, academies, lyceums, &c. and the society in some of the towns, is very polished and intelligent.

Winds. The Emigrant's Guide states, that at Cincinnati, the winds prevail in the following order: S. W.—N. W.—N. E.—S. E.—W.—E.—S.—and N. The S. W. wind is the prevalent one for 9 months, from March to November. The N. W. in Dec. Jan. Feb. Through the year the W. wind prevails. The dry south west wind, in the valley of the Ohio, rises in the morning, increases through the day, and subsides at night, preceding a clear night. The moist S. W. which is far more rare, prevails several days and nights,

alternates with the N. E. and brings clouds and generally rain. The N. W. wind is also of two kinds, one of which (the dry and more prevalent) begins to leeward, and brings fair weather after rain; except in Spring and Autumn, when it often brings showers and deep snows. It blows all night, and precedes a S. W. wind. It raises the barometer highest, as the S. W. sinks it lowest. The moist N. W. begins to windward, and brings thunder showers in the summer.

The N. E. wind appears to leave its moisture on the Alleghanies, being more dry beyond them; though it brings clouds or rain, except when it succeeds the moist S. W. and a storm. It feels damp and cool, but not so unpleasant as near the Atlantic; and often continues for a week, and frequently with clear weather when it comes after the N. W. wind. The S. E. is damp, and brings rain or snow. The W. is strong, cool, dry, and agreeable. In the winter it brings severe cold.

Soil. The valley of the Ohio river, is generally fertile, but in various parts quite the contrary. Springs are abundant and good, where the ground is irregular; but where it is level, and particularly in some of the lime-stone regions of Kentucky, good water is very scarce. Timber abounds through the Ohio valley, but is scarce among the lakes and prairies, in the upper parts of the Mississippi, where the soil is of very various qualities, but along the streams the alluvion is very rich.

The Missouri Valley is generally destitute of water and timber, except the banks of the stream. The lower part of the Mississippi, in its wide extent, presents great varieties of form, vegetable

and mineral productions. Near the mouth the soil is rich, low and flat, and the climate, a large part of the year, deadly to strangers. The vallies and plains near the Rocky Mountains, are cold and barren; and on the Arkansas, the ground is dry and elevated. The richest soil to be found in the U. States, lies along the Scioto and Miami rivers several counties near Lexington, Ken., some parts of Michigan and Missouri, and the borders of Wabash and Sangamon rivers, in Indiana and Illinois.

Timber. The sycamore is the largest of the trees in the western states, and when hollowed by age, sometimes affords a shelter to cattle or men. The yellow poplar is next in size. Oaks, elms, the walnut, beech, dogwood, persimmon, plum, crab apple, and ash, are found in most parts of the west; the sugar maple in the north and middle, the cotton wood on the lower part of Ohio and the Mississippi, the catalpa on the latter, the pecan, (a nut tree) in Illinois and Missouri; the pawpaw in the middle of the Mississippi Valley; the china tree ornaments many of the towns; the magnolia is conspicuous in the forests of Louisiana and Florida; the cypress and swamp gum prevail in the swamps south of the Ohio; while the live oak is found only on the coasts of the Gulf of Mexico, where the fig, orange, olive, &c. find a favorable climate.

Animals. Around the head streams of the Mississippi, and the rivers west of it, roam the elk and buffalo, the white bear, antelope and mountain sheep; and there are found the prairie dog and the beaver. All the birds in the eastern

states are known in the west, and besides these, in different parts, pelicans, prairie hens, parroquets, &c. The most remarkable reptiles, are the alligator, which is found south of 34 degrees, moccasin, rattle, copper head, horned and other snakes, scorpions, lizards, &c. The fish are various and numerous.

The Missouri is really the upper part of the Mississippi, although not so in name. It has double the quantity of water at the junction. From the head of the Missouri to the mouth of the Mississippi is above 4,000 ms. In that distance it passes through the changes of climate, between regions where snow is almost perennial and those where the sugar cane flourishes. From Prairie du Chien north, snow lies about five months, but potatoes, wild rice, and common grain flourish. Missouri, Illinois, Indiana, Ohio, and parts of adjacent states, not below lat. 36 degrees 30 min. abound in wheat, and other grain; fruit, (which does not grow in the first district,) hemp and tobacco, and with a little cotton. Between this latitude and 31 degrees, orchards flourish, and cotton grows well, but is not so important a crop as further S. Between 31 and 33 deg. cotton is the principal crop, and sugar is made in some of the lower parts. Below 31 deg. in Louisiana and Florida, sugar is a leading article of produce, and oranges and other tropical fruits flourish. There is very little winter. The forests put forth leaves in February, and bloom by the beginning of March.

Climate. The climate of the Mississippi Valley, is generally more proportioned to the latitude

than that of other parts of the U. S., its surface being nearly level; but on the high lands along the upper streams it is said to be colder. Indeed the mean cold of winter, is thought to be greater along the centre of the valley, than in corresponding latitudes near the ocean, by 2 or 3 degrees.

Health. Fever and ague prevails very much along the centre and lower parts of the valley, particularly among new comers: as do all remitting fevers. In the interior of the states generally, where the land is high, the forests have been cleared, and there is no stagnant water, the climate is considered perfectly healthy. In the southern regions of the west, the deadly Yellow Fever commits great ravages in summer and autumn, particularly near the water and marshes. Persons born in a northern climate, fall its prey in great numbers, and should never stay after its appearance, unless acclimated. Persons going to these regions from the north, are advised by the "Emigrant's Guide," to observe the following precautions: To arrive in autumn, to spend three or four hot seasons at the north, to choose the healthiest situations, to be temperate and regular, and to avoid night air, and exposure to the sun, between 10 and 4 o'clock. These precautions might have saved many lives.

Remitting and intermitting bilious fevers, are the prevailing diseases, and destroy many more lives in the year than the yellow fever. The natives however, are much less liable to disease than strangers. Affections of the liver here takes the place of those of the lungs, at the north; and the best resort for one liable to them, is a northern summer.

In the northern parts of the Mississippi Valley, the variable climate varies diseases; and there the colder seasons are much more unhealthy than in the south. In the summer also, cholera and dysentary prevail with severity in many places near streams, where the land has not been entirely cleared; but bilious fevers are generally rare and mild.

[*Water.* Strangers should be greatly on their guard against the water, in many places where the soil is of lime, as it relaxes the bowels, and often unfits them for travelling with pleasure, although it is said to produce no permanent ill effects, and gives no inconvenience, after the system has become accustomed to it.]

Pleurisy, croup and colds, are very common, though consumption is very rare, through the western states, and may be arrested in families by emigration from the east to the Ohio, Wabash, or Cumberland. Acute inflammations of the joints, brain, and liver, are common in the cold season. Other diseases are also known, many of which are common in the eastern states; but the country is on the whole healthy, as is proved by the rapid increase of population. September and October are the most unhealthy months for travelling.

Antiquities. The curious traveller will find in the museums in Cincinnati, Pittsburgh, and other towns, many interesting objects taken from the ancient tumuli, forts, burying grounds, &c., which are numerous in the West but whose history is unknown, as well as Indian implements, weapons, &c. Near Newark, Ohio, are several forts, one of 40 acres, with walls 10 feet high; and in the

same vicinity about 1000 wells. Others were found near Cincinnati, Wheeling, Marietta, St. Louis, Cahokia, &c.

Weather. Observations show, that in the upper parts of the Mississippi Valley, July, August, and September are the fairest months, November, December, January, and February, the most cloudy. About 36 inches of water, the quantity which falls annually east of the mountains, is supposed to fall in the West. April and May are the most rainy months; but there is much irregularity in this respect. *Snow* rarely falls in Tennessee deeper than 2 or 3 inches; and north of this to the waters flowing north, it regularly deepens. At Cincinnati, snow is never deeper than a foot, and rarely more than 4 inches.

Schools. Virginia and Pennsylvania have passed laws to provide for the instruction of the poor children, but with little effect. Ohio has appropriated nearly 7 millions of acres of land, valued at above a million of dollars, for the support of schools, about half which has been sold, and furnished a fund of \$400,000, which is increasing. Last year, \$60,000 was also raised by taxation. Many schools are in existence. Cincinnati has well supplied itself with valuable schools. Indiana, although furnished with school lands, has made no good use of them. Though Kentucky has done nothing for schools by law, one third of the children are instructed; and measures are taking by individuals for the further promotion of common education. In Tennessee almost nothing has been done. Illinois has a fund of \$40,000, which has not yet been applied to the support of

schools; and Missouri and Mississippi are in a similar condition. Louisiana appropriates nearly \$50,000 annually, out of her fund, professedly for the instruction of the poor, but with very little benefit. Alabama, Michigan, Arkansas and Florida, are all without any school system, though all possess resources in public lands reserved for the support of schools.

The population of the West is about $4\frac{1}{2}$ millions.

Pittsburgh, Penn., stands at the junction of the Monongahela and Alleghany rivers, (over which are bridges,) and is the principal manufacturing place of the West. The soil abounding in coal, and much machinery being moved by steam, a cloud of smoke is constantly rising from this city. The union of the streams forms the Ohio, and Pittsburgh in some degree resembles New-York, in occupying a point. Most of the ground is level, but a part of it rising; the streets are regular, and there are several adjacent villages. Pittsburgh is 323 miles N. W. of Washington, 201 W. of Harrisburgh, 297 W. by N. Philadelphia. Population in 1830, 12,568, in the city alone; and in 1834, with the suburbs, it probably contained 30,000. The city is supplied with water from the Alleghany, by a steam engine of 80 horse power, which raises it 116 feet, and can furnish a million and a half of gallons daily. There are 2 glass houses, 4 large cotton factories, 6 rolling mills and a nail factory, several breweries, 11 iron foundries, &c. making 270 manufactories in all, producing articles worth about 3 millions. There are also 13 churches, the Western University of Pennsylvania, a museum, high school, a branch of the United States Bank, city bank, and state prison.

The country around Pittsburgh is rich and picturesque. The highest hills are about 460 feet, and all the coal mines are on a level a little more than 300 feet above the lower part of the city. Fuel is excellent, and extremely cheap. The Pennsylvania Canal extends to the Ohio at this place, opening a communication by railroads and canal to Philadelphia. The river is too low for navigation during a part of the autumn; but the navigation to Wheeling is not interrupted as long.

Cincinnati, (Ohio,) one of the finest towns of the West, and next to New-Orleans in population, stands on the north bank of the Ohio, 497 miles west of Washington, 112 S. W. by W. of Columbus, 79 nearly north of Frankfort, Ky. It is on two levels, the upper of which is 60 feet above the river, but it seems from some points to lie in the midst of a large amphitheatre, being surrounded by hills. The streets are straight, and cross at right angles; 14 of the principal ones are 66 feet wide, with 49 squares between them, 396 feet wide, which are divided by intermediate streets. One square is devoted to some of the public buildings, which are, in all parts of the city, as follows; 24 churches, the college, the athenæum, medical college, theatre, U. S. branch bank, mechanics' institute, lunatic asylum, hospital, 4 markets, court house, bazaar, prison, the Woodward high school, several insurance companies, Savings bk. and Commercial Bank. There are about fifteen public prints, among which is a quarterly medical journal. 2,700 children are taught in free schools. There are 25 religious societies, 34 charitable, 2 fire companies, &c. &c. In 1810, there were

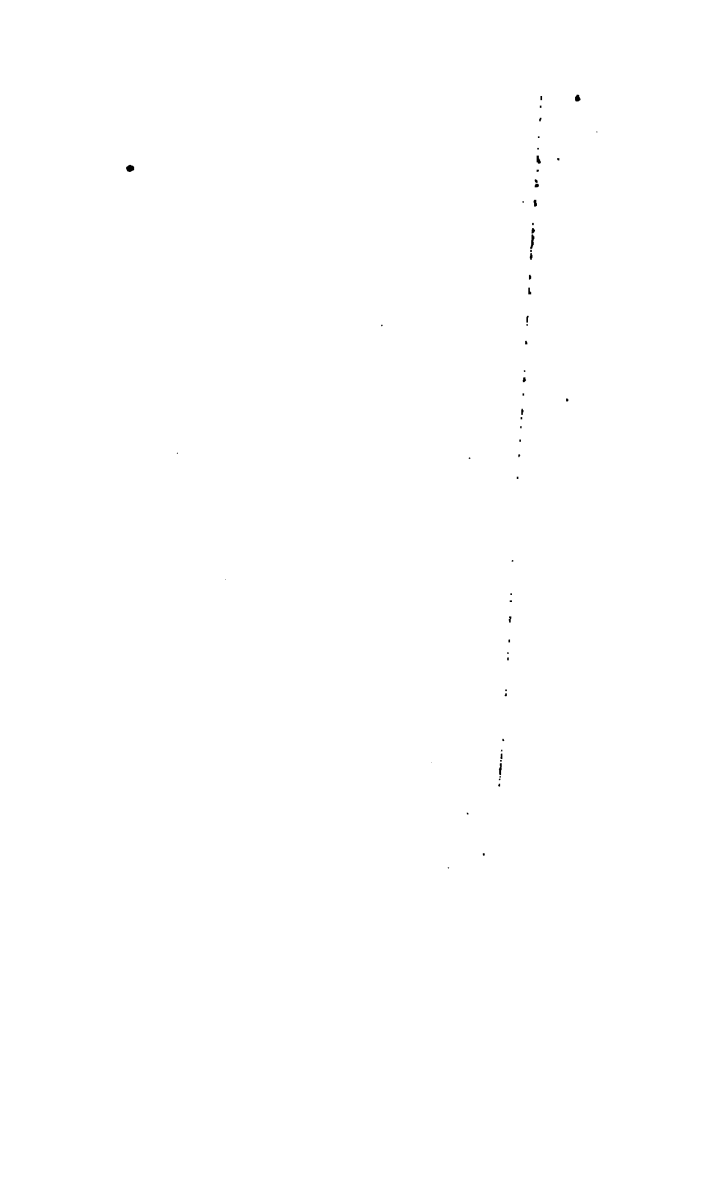
only about 2,500 inhabitants, and in 1832, above 32,000. Numerous manufactories are carried on here, more than forty by steam; more than 100 steam-boats have been built at the wharves; and an active and flourishing trade is carried on.

St. Louis, (Missouri,) 856 miles W. Washington, 116 E. Jefferson, 68 S. W. by W. Vandalia, is on the west bank of Mississippi River, and, like Cincinnati, on two levels. The principal street is about 1 mile long. This is a place of much business, numerous steamboats plying to N. Orleans, interrupted only by ice. It contains a branch of the U. S. Bank, several churches, schools, and an academy. This is one of the most important of the W. cities, and contained in 1830, 6,694 inhabitants.

New Orleans, the chief city of the West and South, is 966 miles from Washington, in a straight line, and 1,189 by post route. It stands on the E. side of the Mississippi, 105 from its mouth, and 322 below Natchez, by the river. It occupies the sloping river's bank, and has a swamp in the rear, while a levee, or embankment, prevents it from being overflowed by the Mississippi in time of floods. The lower streets are below the level of the river at lowest water, while it is often swelled to a height above the highest streets. The city proper has its streets crossing at right angles, and is about 2,000 by 4,000 feet in extent. There are several suburbs above and below it, and one behind, which are considered as forming a part of the city. It contains a branch of the U. S. Bank, and three other banks, a court house, Ursuline Convent, market, custom house, town house, 2 or

3 Protestant churches, a cathedral, **2** theatres, &c. Any vessel which can pass the bar may be moored at the levee; and there are usually seen a multitude of coasting and foreign ships, with arks, flats and steamboats, which navigate the mighty river. Nothing but the unhealthiness of the climate prevents N. Orleans from becoming far more populous and prosperous, than it is. Pop. 1830, 46, 082; of whom 14,476 were slaves, and 11,562 free colored persons.

Natchez, on a clay bluff, from 100 to 200 feet high, on the W. side of the Mississippi, 322 miles above N. Orleans, by the river: is the chief town of Mississippi, and contained, in 1830, 2,789 inhabitants. The route to N. Orleans across Lake Pontchartrain and by land, is only 157 miles. The streets are regular, and there are some handsome houses. There are a bank, jail and court house. During three quarters of the year, it is considered a healthful residence; but at other seasons, residents and strangers are exposed to bilious and remittent fevers. A very active trade is carried on here, chiefly in cotton; and a line of packets to Europe has been projected. Steamboats constantly stop here in passing up and down.



Map of the Route
NEW YORK, NEW ENGLAND

Drawn for a
NORTHERN TRAIL

By Thomas J.



TRAVELLER'S DIRECTORY.

To facilitate the Traveller in his progress, a selection has been made of some of the most frequented and interesting routes in the northern and middle states, and along the seacoast of the southern states, giving the names of the cities, towns, and villages, with the distances in miles, in pursuing a direct course as usually travelled, either by land or water. This will be found extremely convenient by the traveller for constant reference, on any of the great routes herein mentioned.

ROUTE of the great *Eastern Mail Stage* from Washington to Baltimore, Philadelphia, New-York, and along the seaport towns of the Eastern States, to the Bay of Fundy—copied from the *Traveller's Directory*, published by Goodrich.

WASHINGTON to *Baltimore, Philadelphia, Trenton, New-York, New-Haven, New-London, Newport, Providence, R. I., Boston, &c.*

A STAGE ROAD.

Bladensburg,	6
The east branch of the Patuxent runs 13 miles N. W. and falls into Patuxent River 9 miles S. E. from this place.	
Vansville	8 miles
Patuxent River, West Branch	3
do. East do.	4
M'Coy's	4
Patapsco River rises 23 miles N. by W., and falls into Chesapeake Bay 14 miles E. by S. from this place.	
Elkridge, Patapsco River	4
Guinn's Falls	5
Guinn's Falls rises 12 miles N. W., and falls into Patapsco River 4 miles S. E. from this place.	
BALTIMORE	3
Herring Run	4
Bird's Run	8

Great Gunpowder Falls	3
Little Gunpowder Falls	2
Little G. P. Fall rises 13 miles N. W., and falls into G. Falls 1 mile below.	
Winter's Run	4
Winter's Run rises 12 miles N. W., and falls into Chesapeake Bay, through Bush River, 7 miles S. E. from this place.	
Abingdon	3
Hartford or Bush	1
Havre de Grace	11
Cross Susquehannah River	1
Susquehannah River is the greatest stream on this side of the mountains. It is composed of two branches uniting at Northumberland, 100 miles W. N. W. from this place. The East branch rises in N. York state, 170 miles N. E. from Northumberland; and the W. branch rises W. by S. 100 miles.	
Principio Creek	2
Charles own	3
North East River	2
North East River rises in Pennsylvania, 12 miles N. by W., and falls into Chesapeake Bay 6 miles S. by W. from this place.	
Cross Little Elk River to Elkton	8
Big Elk Creek	1
Big Elk Creek rises in Pennsylvania, 18 miles N. by W., and falls into Chesapeake Bay 13 miles S. W. from this place.	
Delaware State Line	2
Christiana Creek	3
Christiana Creek rises 9 miles N. W. from this place, and unites with Brandywine Creek below Wilmington.	
Christiana	5
White Clay Creek	4
White Clay Creek rises 14 miles N. W., and falls into Christiana Creek a little below.	
Newport	1
Wilmington	4
Brandywine Creek	1
Brandywine Creek rises 35 miles N. W., and unites with Christiana Creek, a mile below. The united streams fall into the Delaware Bay a mile below the junction.	
Naaman's Creek	8
Marcus Hook	2
Cross Chester Creek to Chester	3
Chester Creek rises 17 miles N. W.	
Ridley Creek	1
Ridley Creek rises 17 miles N. W.	
Crum Creek	1
Crum Creek rises 15 miles N. W., and falls into Delaware River 1 mile S. E. from this place.	

Darby on Darby Creek,	6
Darby Creek rises 14 miles N. W., and unites with Cobb's creek, a mile below. The united streams fall into the Delaware 3 miles S. from this place.	
Cobb's Creek,	1
Cobb's Creek rises 7 miles N. W.	
Cross Schuylkill River,	5
Schuylkill River rises 85 miles W. N. W., and falls into Delaware, 5 miles S. by W. from this place.	
PHILADELPHIA	1
Cross Frankford Creek to Frankford	5
Holmesburg	5
Frankford creek rises 10 miles W. N. W., and falls into Delaware river 2 miles E. by S. from this place.	
Cross Pennepack Creek	
Pennepack Creek rises 13 miles W. N. W., and falls into Delaware river, 1 mile below this place.	
Poquasin Creek	2
Poquasin Creek rises 7 miles N. N. W., and falls into Delaware river 1 mile below.	
Neshaminy Creek	4
Neshaminy Creek rises 14 miles N. W. and falls into Delaware river, 3 miles S. by W. from this place.	
Bristol	4
Tully Town	5
Morrisville	5
Cross Delaware river to Trenton	1
Delaware river rises in the state of New-York, 150 miles N. from this place.	
Lawrenceville	6
Princeton	4
Kingston, on Millstone river	2
New-Brunswick. (Cross Rariton River.)	14
Raritan River rises 35 miles N. W., and falls into Raritan bay, 9 miles E. by N. from this place.	
Rahway on Rahway River	12
Elizabethtown	5
Newark	6
Cross Passaic river	
Passaic river rises in the state of New-York, 25 miles N. N. W. from this place.	
Hackensack river	4
Hackensack River rises 30 miles N. from this place.	
Jersey City	5
Cross Hudson River to NEW-YORK	1
Hudson's River rises 250 miles N. from this place.	
Harlem. (Cross Harlem creek.)	6

Harlem Creek extends between Hudson and East Rivers, forming Manhattan Island. It connects with Hudson's river 13 miles above New-York.

West Farms. (Cross Bronx Creek.)	4
New Rochelle	7
Rye. (Cross Byram River and enter Connecticut.)	8
Greenwich	5
Stamford	5
Norwalk river and Norwalk	9
Sagatuck river and Sagatuck	3
Fairfield	5
Bridgeport	4
Stratford. (Cross Housatonic River.)	4
Housatonic river rises in New-York and Massachusetts, 88 miles N. N. W. from this place.	
Milford	4
NEW HAVEN	10
Brandford	7
Guildford	9
Hammonasset river	6
Killingworth	3
Saybrook	9
Connecticut river	2
Connecticut River rises 270 miles N. by E. from this place, near Canada, and New Hampshire line	
Cross to Lyme	2
Riverhead	9
NEW LONDON	7
Cross Thames river to Groton	1
Thames River rises near Worcester, Massachusetts, N. by E. 65 miles.	
Mystick river	8
Stonington	6
Pawcatuck River and Rhode Island State line	2
Pawcatuck River rises 26 miles N.	
Westerly	3
Charleston	12
Towerhill, South Kingston,	12
Cross Narragansett Bay to Canonicut Island	2
Narragansett Bay is a beautiful inlet, extending to Providence, 35 miles north. It is studded with islands.	
Cross the Island	1
NEWPORT	3
Bristol Ferry	11
Cross the Ferry	1
Bristol	2
Warren	4

Pawtucket River	9
Pawtucket river rises near Worcester, 45 miles N. W.	
PROVIDENCE	1
Pawtucket river, falls, and manufactories	4
Attleborough, Mass.	8
Foxborough	7
Walpole	2
Dedham. (Cross Neponset River.)	11
Roxbury	8
BOSTON	2
Cross Charles River to Charlestown	1
Cross Mystic River to Chelsea	1
Mystic river rises 12 miles N. W.	
Chelsea Creek	4
Saugus river	2
Saugus river rises 10 miles N. W.	
Lynn (Marblehead 6)	1
Salem	6
Cross Beverly Harbor to Beverly	2
Wenham	4
(to Gloucester C. Ann 12)	
Hamilton	3
Ipswich on Ipswich River	4
Ipswich river rises S. W. 12 miles, and falls into Ipswich	
Bay 3 miles N. E. from this place.	
Rowley	4
Newburyport	7
Cross Merrimac river to Salisbury	3
Merrimac river is a large stream rising in New Hampshire,	
N. W. 100 miles N. W. Chelmsford to Charlestown is the	
Middlesex Canal.	
New Hampshire State line	3
Hampton	6
Greenland	8
PORTSMOUTH	5
Cross Pisquataqua R. and enter the State of Maine	
Kittery	4
Pisquataqua river rises 40 miles N. by W., and falls into the	
Atlantic Ocean 3 miles S. E.	
York	5
Wells	13
Kennebunk, on Kennebunk river	6
Kennebunk river rises 10 miles N. W.	
Saco, on Saco river	10
Saco river rises among the White Mountains in New Hamp-	
shire, about 67 miles N. W. from this place.	
Scarborough	6

PORTLAND	10
Cross Presumpscut river	6
North Yarmouth	6
Presumpscut river rises 50 miles N. W.	
Freeport	6
Brunswick	9
Androscoggin river rises 100 miles N. N. W., and falls into	
Kennebeck river 8 miles N. E.	
Bath	7
Kennebeck River	3
Kennebeck river rises 130 miles N., and falls into the Atlan-	
tic Ocean 14 miles south.	
Woolwich	3
Cross Two Bays.	
Wiscasset	9
Alno	5
Sheopscut river	3
Sheepscut river rises 33 miles N. N. E., and falls into the At-	
lantic Ocean 20 miles S. by W.	
Newcastle	3
Damariscotta River	3
Damariscotta River is principally a large bay, extending N.	
by E. 10 miles, and falling into the Atlantic Ocean 16 miles S.	
by W. from this place.	
Waldoborough	9
Cross St. George's River to Warren	8
Thomastown	5
Camden	11
Lincolnville	7
Northport	5
Belfast	6
Prospect	6
Penobscot River	3
Penobscot River rises 140 miles W. N. W., and falls into the	
Atlantic Ocean through Penobscot Bay, 40 miles S. by W.	
Buckstown	9
Penobscot	13
Castine	4
Bluehill	10
Surry	8
Ellsworth	6
Trenton	6
Cross Union River head of Frenchman's bay to Sul-	
livan	9
Union River rises 40 miles N. by E., and falls into the Atlan-	
tic Ocean, 30 miles south	

Taunton	
Goldsborough	5
Steuben	9
Cross Narraguagus River to Harrington	8
Narraguagus River rises 32 miles N. N. W., and falls into the Atlantic Ocean 10 miles S. S. E.	
Columbia	12
Cross Pleasant R. Bay, several branches to Jonesboro'	9
Pleasant River rises 20 miles N. W., and the bay connects with the Atlantic Ocean 10 miles south.	
Cross Chandler's River	
Machias River, west branch	7
Machias River rises 40 miles N. W. from this place.	
Machias, on Machias Bay	2
East falls of Machias	6
(Orange T. 10)	
(Lubeck 8)	
Denneysville	23
Eastport Ferry	14
Eastport	4
Eastport Ferry to Robbinstown	13
Robbinstown is situated on Passamaquoddy, or St. Croix river, which is the boundary between the U. S. and the British Province of New Brunswick. It rises 60 miles N. W. by N. from Robbinstown.	

NEW-YORK to New-Haven, New-London, Norwich, Newport, Providence, and Boston, by Steamboat and Stage.

By Steamboat from Fulton-st., U. S. Navy-yard, and 74's on right.

Alms-house and Penitentiary, on left	1
Mouth of Harlem River	4
Harlem River extends from Hell Gate to the Hudson, and insulates the City of New-York from the main land. There are 3 bridges over it, and tide mills near the Hudson.	
Hell Gate is a remarkable passage, where the water, at certain times of the tide, is in great commotion.	
Frog's Point, enter Long I. Sound	9
Sand's Point, and L. House	5
Eaton's Neck r.	
Lloyd's Neck r.	15
Norwalk Island's l.	10
Shipan, seat of the late M. Rogers on l.	
Black Rock l.	9
Stratford Point l.	6
New Haven L. House	13
(up to long wharf, 4 miles)	

Faulkner's Islands	14
Saybrook L. House, mouth of Connecticut River	16
(Up the river to Hartford 47 miles, a Steam-boat route. 'This is a very interesting route, and is generally travelled in summer since the introduction of Steam-boats.)	
Gull Island L. House	11
Fisher's Island, west end	4
Stonington lies 4 miles N. of Fisher's I., and is famous for its noble defence during an attack in the late war.	
Fisher's Island, east end	6
Watch Hill L. House, N.	
N. point of Block I.	15
Point Judith	9
South Kingston on left	6
Entrance of Newport Harbour	
Brenton's Point and Forts	4
NEWPORT	2
Prudence Island, south end	6
To Bristol, 6 miles on r.	
Canonicut Point	9
Pawtucket River	5
PROVIDENCE	6
	<i>By Land.</i>
BOSTON, as in page 403	42

*New-York, and by Hudson River to Albany, and by Land and
Water to Montreal and Quebec.*

NEW-YORK

This is a very interesting route, by which a traveller may pass from Washington to Quebec in from 7 to 8 days, distance 759 miles, with only 178 of land carriage. The several rivers, and Lake Champlain, are particularly interesting.

Steam-boat dock, Liberty-street, to

St. John's church, E. side of Hudson R.

State Prison wharf E.

Fort Gansevoort E.

Hoboken, N. J. West. (Seat of Col. Stevens.)

Weehawk, on W., begin Palisado rocks

Duelling ground, W., foot of Palisados

Village of Bloomingdale E.

Asylum for the Insane, E.

Manhattanville, E.

Ruins of Fort Lee on W. summit of Palisados, 300 feet
high,

Ruins of Fort Washington, E. 230 feet high

On it was a battle during the revolutionary war—2000 men
killed and taken prisoners.

Spuyten Duyvil Creek, E.	2
This Creek connects the Hudson and East Rivers, under the name of Harlem River. It has 3 bridges—and quarries of marble are on its bank. 1 mile s. from the Hudson.	
Ruins of Fort Independence, E. on hill N. of creek	4
Philipstown or Yonkers, on Sawmill Creek	4
Closter Landing, W.	
P. Rhinelander's seat, E. summit of hill	1½
Division line of N. York and New Jersey, on W.	3
Termination of Palisades	
Dobb's Ferry	2
Entrance to Tappan Zoo	
Slote Landing, W.	3½
Tarrytown, E.	
Sleepy Hollow, E.	1
Nyack, W.	1
Quarries of red sand stone.	
Sparta, E.—quarries of marble	3
A Pond, source of Hackensack, on the mountain, W.—150 feet above tide.	
Sing Sing, or Mount Pleasant, E.	1
Teller's Point, E.	1
Division of Tappan and Haverstraw Bays. Croton R. enters on E.—its sources are in Putnam Co. and it is about 40 miles long. A Canal is contemplated from Sharon, Con., along the valley of the Housatonic and Croton rivers to New-York.	
Vrediker mountain, W. 670 feet high	
Entrance of Haverstraw Bay, and distant view of the Highlands.	
Haverstraw or Warren, W.	
Stony Point (fort in ruins)	4
Verplanck's Point and seat	1
Entrance of the Highlands	
Gibraltar, or Caldwell's, W.	1
Peekskill, E.	
Dunderberg mountain, 900 feet high	
There are fine views from the summit of this mountain to a vast distance.	
Entrance to the Race, between noble mountains on each side	1
Anthony's Nose, E. 1000 feet high	2
Great bare mountain, W. 1300 feet high	
Ruins of Forts Clinton and Montgomery	
Polaper's Creek, on W.	
Buttermilk Falls, Lydig's mills, W.	5½
Sugar Loaf mountain, E. 850 feet high	
U. S. Military Academy, West Point	2

Here are extensive stone edifices, and about 250 Cadets.	
Fort Putnam, 600 feet high, W.	
Kosciusko's monument, W.	
Constitution Island, E.	
West Point Foundry, E.	
Coldspring Village, E.	2
Crow's Nest mountain, W. 1400 feet high	
Bull Hill Mountain, E. 1480 feet high	
Break Neck mountain, E. 1180 feet high	
Butter Hill mountain, W. 1520 feet high	1½
Cornwall, W.	
Polopell's Island	1½
New Windsor, W.	1½
Chamber's Creek, W.	
Fishkill Creek, E.	1
On this Creek are extensive Cotton and Woollen Factories	
one mile from the Hudson.	
Newburg, W.	1
W. Denning's seat, mouth of Fishkill creek	
Fishkill, E.—De Wint's seat	
Low Point	3
Donsomma Point	2
Hamburgh, mouth of Wappinger's Creek, E.	
Valuable Mills and Factories.	
Marlborough, W.	2
Seat of the late George Clinton, E.	
Barnegat	2
Much Lime is made along the river.	
Milton, half way between New-York and Albany.	
Poughkeepsie Landing, E.	3
The village is distant one mile from the river.	
New Paltz, W. and Ferry	
Seat of J. Roosevelt, E.	
Crom Elbow, W.	3½
First view of Catekill mountains	
Hyde Park, E. (Seat of Dr. Hosack.)	2
Pelham	3
Seat of Gen. Lewis, E.	1½
Esopus meadows, W.	
Seat of J. Thomson, Esq., E.	3
Mouth of Walkill River	
Esopus Landing, W.	1½
Canal to Delaware river leads up this valley.	
Kingston Village, W., 4 miles from river	
Rhinebeck Landing, E.	1
The village is 2 miles from river.	
Seat of Gen. Armstrong, E.	6

Seat of L. Brown, esq. E.	
Redhook lower Landing, E.	$\frac{1}{2}$
Seat of Mrs. Montgomery, E.	
Magdalen Island's	$1\frac{1}{2}$
Seat of J. Livingston, E.	
Glasgow, W.	1
P. H. Livingston, E.	
Redhook upper Landing, E.	$1\frac{1}{2}$
Saugerties,	$\frac{1}{2}$
Seats of R. L. Livingston, and E. P. Livingston	1
Bristol, flats and shoals, W.	
East Camp	$4\frac{1}{2}$
Fine view of the Catskill mountain and tavern on the top.	
Ancram Creek, E.	$2\frac{1}{2}$
Old Livingston manor-house	
Seat of J. Livingston—Oak Hill, E.	
Catskill Landing, W.	2
Village half a mile behind the hill—8 miles to foot of mountain.	
Mount Merino	5
Prospect Hill—S. Plumb, E.	
Flat between Athens and Hudson cut by a ditch for a ferry	
HUDSON, E.	1
Athens, W.	
Paddock's Point, W.	4
Abram's Creek, E.	
Factories and Mills.	
Seat of R. S. Livingston	
Coxsackie, W.	$3\frac{1}{2}$
Kinderhook Landing, E.	$1\frac{1}{2}$
The Village is 5 miles from river.	
New Baltimore, W.	$4\frac{1}{2}$
Here the navigation begins to be very shoal and intricate to Troy.	
Coeymans, W.	$3\frac{1}{2}$
Schodac, E.	$2\frac{1}{2}$
Castleton, E.	$1\frac{1}{2}$
Hoge Berg, E.	2
Overaugh shoal and dam	
Norman's Kill Mills	3
ALBANY*	2

* Most travellers to the north will prefer to take the railroad line, via the Springs, from the Railroad Office, State st., Albany, daily at 9 A. M. Leaves Saratoga, $\frac{1}{2}$ past 8 A. M.; and Schenectady, $\frac{1}{2}$ before 11 A. M.; and the Afternoon line from Albany, $\frac{1}{2}$ past 2 P. M.; Saratoga Springs, $\frac{1}{2}$ before 5 P. M.; and from Schenectady, at $\frac{1}{2}$ past 4 P. M.

The Canal Basin, opposite the northern part of the City, is three-fourths of a mile long, and from 50 to 100 yards wide. The depth of water is 12 feet, and here is the first lock on the Canal. From this to Buffalo, by the Canal, is 360 miles. Near the Basin-lock is the State Arsenal and the seat of Stephen Van Rensselaer, the Patroon, and nearer still is that of his son. Mills and Factories on the Creek.

Bath Village, E. 1

The Stage-road leads along the Canal and river to Troy. 3

Wynant's Kill, E. 3

On this stream are valuable mills and factories.

Washington—Road to Shaker's Village

Poesten Kill, E. 3

Flour mills, &c.

U. S. Arsenal—Gibbonsville

An extensive government depot of arms and ammunition for the northern frontier.

TROY, E. 1

A beautiful and flourishing city, with an active population and commerce.

Travellers can cross the ferry here, visit Troy and Lansingburgh, and cross the bridge to Waterford; or continue on the W. side and see the locks, junction of Erie and Champlain canals, Cohoe's Falls on the Mohawk, &c.

Hank's Bell Foundry

West Troy

Side cut into the Hudson river here, to cross from the Canal to Troy. Here are 3 locks. On the E. side of the Island is the dam and great sloop lock; and the Mohawk river here unites with the Hudson by a number of channels.

The junction of the Erie and Champlain canals 14

Ten locks of the Erie canal—above them it turns to the west, and in 3 miles crosses the Mohawk river to N. side on an aqueduct, and re-crosses to the south side again, 4 miles east of Schenectady. The whole of this route is eminently curious and interesting, and is described in this work—see index.

Cohoe's Bridge over the Mohawk 1

Fine view of the Falls from the bridge. The Champlain canal is conducted over the river, a quarter of a mile east of the bridge, by means of a dam which backs the water. The boats are poled over this passage in a hazardous manner.

Waterford 1

On the north side of the river, near the village, is a side-cut from the Northern canal into the Hudson river, by means of 3 locks.

Borough or Mechanicville 8

Anthony's Kill

Rises in the long pond in the town of Ballston, and is 15 or 20 miles long. A road here branches off W. to Ballston (12 miles) and Saratoga Springs (15 miles.)

Stillwater 3½

Here are mills and falls in the Hudson.

Berniss' Heights, W. 2½

Battle, Oct. 1777.

Freeman's Farm 2

Battle, Sept. 1777.

Swords' (now Smith's tavern) 1

Where Gen. Fraser died in 1777.

Saratoga 4

Fish creek discharges the waters of Saratoga Lake and of the creeks that run through the village of Ballston and Saratoga Springs; its course is W. A road to those celebrated places leads off west to Saratoga 11 miles, to Ballston 18 miles.

East of the road, in Saratoga, is the field where Burgoyne surrendered to the American army, under Gen. Gates, 17th Oct. 1777. The site is now partly occupied by the Basin for the canal. On Fish creek are mills, &c.

Dam and Locks

Northumberland 5

Saratoga Falls of Hudson River.

Fort Miller Bridge

Do. canal and Falls of 18 feet, with 2 locks 3

Fort Edward 8

Great dam over the Hudson, 30 feet high and 900 feet long, that fills the summit level of this canal. A passage-boat runs on this canal, from this to Whitehall, 23 miles, connected with stages from Albany, and Steam-boats on Lake Champlain.

Feeder from Hudson River ½

Do. do. above Glenn's Falls 2

Here the canal leaves the stage-road and is on the east in the swamps.

Sandy Hill Village

Baker's Falls in Hudson River here are very fine, and should be visited; as also, Glenn's Falls, 4 miles west. Lake George is 11 miles N.

Kingsbury Village 5

Fort Anne 5

Narrows 6

Whitehall 5

Here the canal terminates—3 locks fall 26 feet.

This village was famous in the American revolution; then it was Skenesborough. Here Burgoyne, in 1777, destroyed the American flotilla, the stores, baggage, &c.—The Lake is for many miles a narrow, muddy, sluggish river, with high and

rocky ridges on each side; at the Hall is low marshy land, through which the river winds its way. On the E. is Poultney River that rises in Vermont; on the west is south Bay.

By Steamboat.

Ticonderoga	23
Ruins of Fort—very famous in the old French war of 1755, and in the Revolutionary war—now belongs to W. F. Pell, Esq. of New-York. On the E. is Mount Independence. On the W. Mount Defiance; on the summit of this mount the British planted cannon, &c.—Outlet of Lake George on W.	
Five-mile Point, Shoreham, Vermont.	5
Crown Point, W.	9
Great ruins of Fort to be seen.	
Ferry over to Vermont	
North West Bay	9
Basin Harbor, Vermont, E.	3
Mouth of Narrows	2
Otter Creek	2
This creek rises 60 miles S.—on it is Vergennes, a place of some note.	
Essex, W.	5
Charlotte, E.	
The Brothers (islands)	10
Burlington, Vt. E.	5
Pass Schuyler's Island, W.	
Onion River, E.	
Rises 50 miles S. E.	
Colchester Point	7
River au Sable and Adgate's Falls, W.	
This rises 40 or 50 miles S. W. in the mountains. Very valuable iron-works are on its borders.	
Town of Peru	
South Hero	2
This Island divides the Lake equally N. and S. for 12 miles. Several smaller islands occur.	
Cumberland Bay, W.	7
The scene of McDonough's victory, 10 Sept. 1814.	
Plattsburgh, on the river Saranac	1
This river rises in the wild and mountainous region, 50 miles S. W.	
A canal is contemplated from Plattsburgh to Ogdensburg, on the River St. Lawrence. The route is practicable and has been surveyed.	
Cumberland Head	3
Ram's Head, W.	
Isle la Motte, E.	4
Sister Islands and channel, dividing the islands of N. and S.	

Hero, and channel to St. Albans and Swanton, in Vermont, E. where are marble quarries. Missisquoi Bay lies N. and is part in Canada.

Chazy 7

The river of that name rises 20 miles W.

Champlain Village

Six miles N. W. on Big Chazy river

Lat. 45 deg. N.—boundary line of New-York and Canada 6

Rouse's Point and Fort, W.

Windmill Point, E.

Oddletown, 2 miles W.

Ash Island—Fort 2

La Colle Creek, W.

Isle aux Noix—Fort 7

South River on E.

St. Johns, or Dorchester 9

Here is the River Sorel or Richlieu, the outlet of Lake Champlain, which enters the St. Lawrence at the head of Lake St. Peter, at Fort William Henry, 60 miles from Rouse's Point.

To Chambly Castle, 10 miles N.

By Stage.

Half-way-house, on Montreal River 9

This River rises in an extensive swamp to the S. W. 20 miles, and enters the River Sorel at Chambly.

La Prairie Village, on the St. Lawrence 8

To Longueil, 6 miles north

By Steam Ferry-Boat to

MONTREAL 8

(on the St. Lawrence River.)

Rapids and Isle of St. Helena, S.—Longueil.

St. Francis, N. or left side

Commune Isles, S. 6

Boucherville, S.

Point aux Trembles, N.

A branch of the Ottawas or Grand R. on N.—bridge 7

Cape St. Michael, E.

St. Sulpice

Sorel, or Fort William Henry 30

Mouth of the Sorel, or outlet of Lake Champlain, S.

Entrance of Lake St. Peter, Yanrasca River and St.

Francia, S. 10

These two streams rise near the Vermont line, and run 60 to 100 miles from S. E. to N. W.

River Masquinouge N., and Island S.

Termination of Lake St. Peter 18

Three Rivers, half way from Montreal to Quebec

River St. Maurice, N.

River Becancour, S.

St. Anna

23

These streams coming from opposite directions, and entering the St. Lawrence at this place, originated the name of the town. The St. Maurice rises in the N. W. 160 miles, near the headwaters of streams that fall into James' Bay.

River Jacques Cartier, N.

20

Richlieu Rapids

Cape Rouge

River Chaudiere, S.

23

Heights and Plains of Abraham, N.

Wolfe's cove, Martello Tower

3

QUEBEC, N.

3

Point Levy, on S.

Island of Orleans, N. E. distant 4 miles

Falls of Montmorenci

From ALBANY, by the Grand Erie Canal to Utica, Rochester, Buffalo, and Niagara.

ALBANY, page 409, to the junction of Erie and Champlain canals

6

To avoid the circuitous route by the canal from Albany to Schenectady, which is 27 miles, and occupies 10 or 11 hours, owing to the numerous locks, (27,) travellers proceed on the Rail Road to Schenectady, 15 miles, and take the boat there.

Three locks near the Cohoz bridge

1

Four Locks, rise 32 feet

2

Half a mile on the canal is cut through a solid rock 27 feet deep.

The Cohoz Falls, on the N. close to the canal, are 73 ft. high and 800 feet wide, and present an imposing sight. The scenery on this route, is highly picturesque.

First or Lower Aqueduct, over the great Mohawk R. which is here 1200 feet wide

2

The canal crosses to the N. side on 25 stone piers, elevated 40 feet above the river—a great work.

Wat Hoix Gap

3

A curious Ravine, and the only practicable route for the canal. Near by, in the river, is a rapid of 10 feet descent. On the N. the canal is bounded by a precipice 146 feet high, which, in many places, overhangs the Canal, and is quite appalling to the sight. On the left is the river, washing the bank of the Canal, which is formed in a solid and masterly style.

Second or Upper Aqueduct, where the canal recrosses to the S. side of the Mohawk.

10

The Mohawk River here is 750 feet wide, and is passed on 16

piers, similar to the former of stone, but both trunks are of wood. In this vicinity are several locks. A feeder out of the River into the canal runs under the aqueduct, and the coup d'œil is very fine.

Alexander's bridge and road from Albany to the Springs, here crosses the river.

(Ballston, 12 miles N.)

(Shaker's Village, 7 m. S.)

Union College, on S.

3

The view entering into Schenectady, by the Canal, is quite a Dutch picture—here boats from Utica arrive and depart daily.

Rotterdam Flats and lock

3

Plattekill aqueduct

2

Putnam's—1 lock 8 feet

4

Flint Hill

2

Florida—2 locks and aqueduct

4

Opposite Amsterdam and Bridge

3

Chuctenunda Creek and aqueduct

1

Pass 2 locks, rise 12 feet

3

Mouth of Schoharie creek

1

Here is a Rope Ferry.

Ruins of old Fort Hunter

.

Aqueduct, dam and guard-locks

2

Glen—1 lock 7 feet

3

Opposite Caughnawaga and Johnstown

7

The Nose and Cave

7

Here the aborigines had a primitive mill, hollowed out of the solid rock, N. side of the Mohawk.

Kanadarox or Bread creek

1

Pass dam and guard-locks, and 1 lock of 6 feet, to Canajoharie Village

4

Palatine, lower village and bridge, N.

Minden—1 lock 7 feet

2

Fort Plain

Feeder and 1 lock 8 feet

4

One lock 8 feet

2

Opposite East Canada creek

2

Danube—1 lock 8 feet

2

Nawadaga creek—dam, guard-locks, &c.

1

Fall Hill

3

One lock 8 feet

1

The Ravine towering cliffs on S.—River on N.

Three locks 24 feet

Little Falls—stone aqueduct 170 feet long, and feeder 1

An imposing scene. Here the curious traveller should stop a few hours and view the wonders of art and nature that are combined in this vicinity.

Three locks 25 feet	
Old Canal and locks	6
Herkimer village and bridge, N. 1 mile	
On N. is West Canada creek, on which is the famous <i>Trenton Falls</i> , distant 20 miles.	
Deep digging through a hill	1
Pass 2 locks 16 feet	
Fulma's and Steel's Creek, aqueduct and feeder	3
Pass 2 locks 16 feet	
Aqueduct—Myers' creek	
Pass 1 lock 8 feet	2
Here begins the <i>Long Level</i> of 70 m., without a lock	
Ferguson's Aqueduct	6
Clark's do.	1
UTICA	2
Numerous canal boats and stages are constantly arriving and departing, and this is a busy, thriving city. Roads lead in every direction.	
Aqueduct over Sadaquada Creek	3
Whitesborough Village	1
<i>Oriskany Creek and Village</i>	3
Cotton Factories.	
<i>Rome</i>	8
Feeder from Wood Creek	
Here are the remains of works of the old West'n In. Lock Nav. Company.	
Verona	7
Glass House	6
Oneida Creek	3
Lenox—basin and landing place	3
Canastota Village, creek and basin	2
New Boston Village	4
Chitteningo creek, aqueduct, basin, and feeder	4
Here is a side cut to Chitteningo of $1\frac{1}{2}$ mile and 4 locks of 6 feet each.	
Manlius landing—Village 4 miles S.	8
Side cut to Orville	3
Western extremity of the <i>Long Level</i> —2 locks 10 feet each fall	5
Syracuse Village and T. Salina	
Here are the celebrated SALT WORKS belonging to the State. 1,200,000 bushels of salt are made here yearly; the duty is $12\frac{1}{2}$ cents a bushel to the State Treasury.—A side cut of one mile leads to the works.	
Lock of 6 feet fall	
Lock of 6 feet rise	$1\frac{1}{2}$
Geddes Vill.—Salt Works	$\frac{1}{2}$

Onondaga Lake N.

Otisco Creek—aqueduct and lock of 11 feet rise	6
--	---

Canton Village	6
----------------	---

Jordan Village—lock 11 ft. fall, aqueduct over Skeneateles Creek, the village 9 miles S.

Weed's Basin	6
--------------	---

Here are stages to Auburn, 5 miles S.

Bucksville—1 lock 9 ft. fall	3
------------------------------	---

Owasco creek—aqueduct and boat-yards

Lock 9 feet fall	5
------------------	---

Montezuma—lock 7 feet fall to Seneca river	2
--	---

The outlet to the nest of beautiful lakes in this region, viz. Seneca, Cayuga, Canandaigua, Crooked, &c.

Here are Salt Works. The Cayuga marshes begin here and extend 6 miles W.—they are occasionally overflowed.

[The Steamboat Geneva, Captain H. R. Swan, leaves Geneva every morning for the head of the lake, and returns in the afternoon. She is a commodious boat and the arrangements on board in every respect are excellent, being a part of the st. bt. concern of the Messrs. Stevens, to whose exertions we are mainly indebted for the high perfection, to which steam navigation has arrived in this country. The hotel recently built at the head of the lake by Dr. Watkins, is not surpassed by any in the United States, for convenience and the excellence of its workmanship. After visiting the Prison at Auburn, the traveller if he intends to make the tour of the Cayuga and Seneca Lakes, which he ought by no means to omit, can take the stage for Cayuga Bridge about 8 miles from Auburn, from whence the St. boat De Witt Clinton starts daily, (Sundays excepted) at 1 P. M. for Ithaca, at which place she arrives early in the evening. Ithaca, falls, railroad, &c., see page 104 and index. In the morning the stage leaves for the head of Seneca lake in time for the Steamboat that leaves there about noon, and arrives at Geneva in the evening.]

Clyde River, and outlet of Canandaigua lake	1
---	---

A Lock 9 feet rise	
--------------------	--

Galen	5
-------	---

Clyde Vill.—Block-house, 1 lock 5 feet rise	5
---	---

Lock 7 feet rise	5
------------------	---

Lyon's Vill.—lock 6 feet rise	4
-------------------------------	---

Aqueduct over Mud Creek and lock 10 feet rise	1
---	---

Three locks 24 feet rise	4
--------------------------	---

Newark Village	2
----------------	---

Palmyra Village	8
-----------------	---

Here are basins, docks, &c. Canandaigua S. 13 miles.

Aqueduct Mud Creek	1
--------------------	---

Lock, rise 10 feet	1
--------------------	---

Lock, rise 10 feet	1
Fullam's Basin	8
Hartwell's Basin	3
Great Embankment over Irondequot creek	2
This is 2 miles long, and 72 feet high, and is one of the wonders of the canal.	
Lock, 8 feet rise	
Pittsford Village	2
Brighton Village	6
Five Locks in a mile—rise 37 ft. At the summit begins the long level of 65 miles from this to Lockport.	
Navigable Feeder from Genesee River	4
Boat navigation 70 or 80 miles south.	
Rochester, on the Genesee River	
The canal is here taken over this large stream on a noble Aqueduct, built of hewn stone, which, with the scenery around, presents a grand sight. The great Falls on the Genesee are within a few rods N.—2½ miles farther N. was Carthage Bridge, in one arch over the river, 700 feet wide and 200 above the stream. It was built on contract to stand 18 months; it stood 2 years, and cost 27,000 dollars. Seven miles N. is lake Ontario and the mouth of the Genesee: a steam-boat looks in on the trip up and down the lake. The Ridge Road begins 2 miles N. of Rochester, and extends W. to Niagara river 78 miles. Stages and canal boats ply in every direction.	
King's Basin, town of Greece	6
Webber's Basin	3
Kilbour's Basin	1
Spencer's Basin	2
Webster's Basin	1
Village of Bates—Salmon creek Embankment	2
Cooley's Basin	3
Brockport	2
Holley—Sandy creek Embankment, 73 feet high	5
Smith's Basin	6
Town of Gaines—Embankment	3
Newport Village—Village of Gaines 2 miles N.	
Gaines' Basin	1
Otter Creek Embankment, 55 feet high	1
Long Embankment 15 feet high,—Clarke's	2
Fish creek Embankment, and an arched roadway under the canal	3
Oak Orchard creek, aqueduct and feeder	2
6 miles S is a feeder from Tonawanta creek. On the N. are the falls of Oak Orchard creek, and village of Ridgeway.	
Servos's Basin	3
Middleport	3

Johnson's creek Embankment, 25 feet	2
Eighteen Mile creek Embankment, 20 feet	3
Lockport, Western termination of the Genesee level	9
Here are five double locks; a large basin of six acres, and 30 feet deep. The canal rises 62 feet. Here also begins the excavation of solid rock for several miles, and from 6 to 31 ft. deep.	
Sulphur Springs	5
Tonnewanta creek—Pendleton Village	2
The canal here enters the Tonnewanta creek, and is followed for 11 miles to the dam near its mouth	
	11
Dam and Lock to enter the Niagara River.	
Black Rock Harbor—Lock	8
Village of Black Rock	1
On the W. is Squaw Island and the Mole.	
Bird Island, in Niagara River	1
Buffalo	2
Cross the Niagara, or Niagara	21

CONNECTICUT RIVER TOUR from NEW HAVEN to Middletown, Hartford, Northampton, Windsor, Dartmouth College, and White Mountains in New Hampshire.

NEW HAVEN TO

North Haven Bridge and Meadows 2

New Haven is one of the most beautiful towns in this country, and Yale College is one of the principal institutions: it has 500 students. Here is the best Cabinet of Minerals.

Whitney's Gun Factory is 2 m. N. E. on the road to Hartford.

Cross Quinipiack River to Northford 8

Durham 7

Middletown, on Connecticut River 7

Connecticut River rises 300 m. N., and empties into Long P'd. Sound, 30 miles S. E.

At this place is a College, a sword factory, &c.; a lead mine 3 miles E. In Chatham, on the E. of the river, is a quarry of free-stone, that is sent to New-York—a cobalt mine 5 miles E., and 2 falls. Coal and petrifications abound.

Middletown Upper Houses 2

Rocky Hill 5

Weathersfield 3

Glastonbury on the E. of Connecticut River

HARTFORD 4

The American Asylum for the Deaf and Dumb in this city, was the first in America, and began in 1815. It is situated on Tower Hill, 1 mile W.; it has 80 or 100 pupils. Washington College, an Episcopal Institution, was commenced in 1824.

(8 miles W. of Hartford, is the elegant seat of Mr. Wadsworth, on Talcott Mountain.—See Silliman's Tour to Quebec.)

Cross Windsor, or Farmington R.	6
Windsor, or Farmington river, rises in Massachusetts, and has a circuitous course of 80 miles to this place.	
Warehouse Point, head of sloop navigation	5
Suffield, 1 mile W. (Enfield E.)	3
Division line of Connecticut and Massachusetts.	4
West Springfield	4
Long Meadow, E.	
U. S. Armoury—Springfield E.—Chickapee R. 4 miles N.	
South Hadley canal and falls E.	
Cross Westfield river to Hadley Falls and Canal, (East Hampton)	9
Mounts Tom and Holyoke are 8 to 900 feet high, and from their summits the view is enchanting.—Hadley on E. 90 m. from Boston.	
Northampton	6
Eight miles S. W. is the shaft of a lead mine, that has been carried 1000 feet in solid rock; and in Chesterfield, 15 miles W. is short, beryl, sapphire, &c.	
Cross Conn. R. to Hadley, and re-cross to Hatfield	5
Whately (Sugar Loaf Mountain)	
Deerfield, (Miller's Falls 5 miles W.)	11
Deerfield river rises in Vermont, 50 miles N. W.	
Cross Deerfield R. to Greenfield	5
Sunderland, E.	
Mount Toby, E.	
Bernardston (Gill)—along the river is the <i>best</i> road, the other is shorter	5
Falls	
Northfield E.	
Vernon, Vermt. (Fort Dummer)	10
Hinsdale, New Hampshire, E.	
Brattleboro'	7
Cross West River. (Dummerston)	7
Putney	3
Westminster	7
Walpole E.	
Bellow's Falls—Canal, &c.	3
The river is here compressed into a very narrow passage, and forms a fall of 30 feet over a ledge of granite rocks.	
Cross the river to E. side. (<i>Charlestown</i>)	9
(On W. is Rockingham, Springfield—mouth of William's creek, Weathersfield.)	
Cross Conn. R. to W. Windsor	14
Ascutney Mountain, 2000 feet high. The gulph road leading to Montpelier, is remarkable for the wildness and beauty of its mountain scenery.	

Hartland—Waterquechy Falls	11
Lebanon, E.—Shakers.	
Hartford, mouth of White River.	5
White river rises in the Green Mountains, 20 miles W.	
Norwich	4
Dartmouth College E. in the Town of Hanover, New Hampshire.	
Lyme E.—Sawyer's and Corey's Mountains.	
Thetford	8
Faulce	6
Oxford—Piermont—Haverhill.	
Quarry of soapstone on E.	
Haverhill corner E.	
Cross Wait's River. (Bradford)	
Newbury, (Great Ox Bow E.)	
Extensive and beautiful rich meadows.	
Cross Well's River. (Rycgate)	8
To 15 Mile Falls 10 m.	
To Lancaster 20 m.	
Cross Conn. R. to Bath, on the Ammonoosuck	7
Ammonoosuck river on E. rises in the White Mountains, 30 miles N. E., and is a clear rapid stream.	
Along the Ammonoosuck to	
Ethan Crawford's, in the Town of Brentford, 4½ m. N.	
W. of the Notch	20

Here a guide must be obtained, if you wish to ascend the mountains. The most elevated peak of the White Mountains is Mount Washington, about 7,000 feet, a little below the region of perpetual snow in this latitude. The ascent is easy for 7 m. and steep for two miles. From the top, the Atlantic Ocean may be seen at 70 to 80 miles distance.

Rosebrook's, (the NOTCH) 4½

The entrance into this natural chasm is formed by 2 rocks perpendicular, 20 feet apart. This was the Indian Path from the north-west to the sea-coast.

(To the Canada Line is 50 miles N.)

The Cascade, on the right ½

The Flume

These streams are the sources of the Saco river, that runs S. E. about 100 miles

From this spot the mountains recede on each side, and rise to 4 or 5,000 feet perpendicular height. The road descends rapidly S. E., and the scenery is on a magnificent scale.

Davies' Farm 1½

Crawford's Farm 6

Here is an immense amphitheatre of mountains 13 miles long and 3 broad, with summits of vast height and amazing grandeur.

Bartlett	7½
Conway	10
Fryeburg	10
Hiram	10
Standish	22
Gorham	7
Portland	10

SOUTHERN ROUTE from New-York, to Philadelphia, Baltimore, Norfolk, Charleston, Savannah, and St. Augustine by Steam-Boats, Rail Roads, Canals, and Stages.

Amboy, by Steamboat, (2 hours) 25 miles

Rail Road by Hubertsville, Hightstown, Spotswood, and Centreville, N. Jersey, to Bordenton, on Delaware river, time 2½ hours 36

Bordenton to Philadelphia, by Steamboat, 2½ hours 35
(expense N. York to Philadelphia, \$3.)

Philadelphia to Fort Mifflin, 8; Lazaretto, 5; Chester, 5; Marcus Hook, 4; Christiana Creek, 8; New-castle, 5. (2 hours.) 35

Freerchtown, by the Rail Road (in 1 hour) 16

Turkey Point, by Steamboat 13

Baltimore, (4½ hours,) \$4 from Philadelphia 51

(or if by the Chesapeake and Delaware canal from Newcastle to Delaware City, is 10 m. along the marshes to St. George's, 4, Summitbridge, 6; Chesapeake creek, 4; mouth of Beek creek, 3; Turkey Point, 8; Grove Point, 6; Pool's Island, 16; Miller's Island, 8; North Point, 8; Sparrows Point, 4; Fort Mc Henry, 6; Baltimore, 3.)

197 miles to Norfolk, (by Steamboat,) on the Chesapeake B. (in 13 to 15 hours,)—expense \$8.

North Point 13

Bodkin Point 4

Stony Point 4

Sandy Point 6

Thomas Point 10

3 Sisters 6

Herring Bay 7

Sharp's Island 9

Cove Point 20

Drum Point, mouth of Patuxent River 6

Cedar Point 4

Point Lookout, mouth of the Potomac 17

Smith's Point 11

Windmill Point, mouth of the Rappahannock river 21

Gwynn's Island 7
Point-no-point 6

New Point Comfort	9
Black river point	12
Old Point Comfort	10
Fort Calhoun	1
Craney Island	8
Norfolk	6

[NORFOLK to Raleigh, N. C. by Tarborough:

Suffolk

N. Carolina State Line	11
Constant's	10
Mitchell's	6
Parker's	5
Edenton	17
Cross Albermarle Sound to Mackee's Ferry	10

Albermarle Sound receives the waters of Chowan and Roanoke rivers, a few miles above, and extends to the E. 60 miles from this ferry.

<i>Plymouth</i>	14
Jameston	12
Williamston	11
Cross Tar River to Tarborough	34
Little River	48
Neuse River	11
RALEIGH	6

NORFOLK to Fayetteville, by the Canal, & Albermarle Sound.

Enter Dismal Swamp	8
--------------------	---

The road runs along the bank of the canal, through Dismal Swamp to Pasquotank river.

N. Carolina State Line	13
Pasquotank River	10
Elizabeth City	12

By Steamboat,

Wade's Point, Albermarle Sound	17
Mouth of Roanoke River	45
<i>Plymouth</i>	8

By Land.

Jameston	13
Williamston	10
Tarborough	32
Stauntonsborg	28
Cross Little River	16
Neuse River	10
Black River	21
Cape Fear River	18
Fayetteville	2

NORFOLK to Fayetteville, by Newbern.

Plymouth,

At Washington a road takes off to Hyde Church, on Pamlico Sound, distant 47 miles E. by S.—Cape Hatteras is distant from thence 55 miles S. E.

Hoof Inn	5
----------	---

Jackson's Inn	11
---------------	----

Shepard	14
---------	----

<i>Washington</i>	5
-------------------	---

Cross Pamlico River	1
---------------------	---

Pamlico River is the continuation of Tar River. It falls into Pamlico Sound 45 miles S. E. from this place.

Grist	5
-------	---

King's Inn	9
------------	---

Col. Bryan's	4
--------------	---

Neuse river	6
-------------	---

Neuse River falls into Pamlico Sound 35 miles E. from Newbern.

<i>Newbern</i>	10
----------------	----

At Newbern a road takes off to Beauford, distant 45 miles S. E.—Cape Look-Out is situated 30 m. S. E. from Beauford.

Trenton	20
---------	----

Rhodes'	11
---------	----

Cross N. E. branch of Cape Fear River to Hall's	7
---	---

N. E. branch of Cape Fear river rises 28 miles N. by W., and falls into Cape Fear River 40 miles S. by W. from this place.

Six Runs	22
----------	----

Big Cohary	10
------------	----

South River	16
-------------	----

Cape Fear River	13
-----------------	----

Cape Fear River falls into the Atlantic Ocean at Cape Fear, opposite to Smithville.

<i>Fayetteville</i>	2
---------------------	---

NORFOLK to Charleston, S. C., by the Coast.

Rhode's,

Cross N. E. branch of Cape Fear River to	
--	--

<i>S. Washington</i>	24
----------------------	----

Re-cross N. E. branch	21
-----------------------	----

Hermitage	3
-----------	---

<i>Wilmington</i>	6
-------------------	---

Cross N. E. branch Cape Fear	
------------------------------	--

Main branch Cape Fear River	3
-----------------------------	---

Brunswick	15
-----------	----

<i>Smithville</i>	12
-------------------	----

Cape Fear Light-house is situated 6 miles S. E. from Smithville. The Frying-pan shoals extend about 18 miles S. E. from the Cape.

Varennas	26
On the Sands	13
Cross Great Pedee River to <i>Georgetown</i>	20
Santee River N. branch	14
Do. S. branch	9
Santee River 92 miles N. W. It falls into the Atlantic Ocean by two entrances, about 12 miles S. E. from this place.	
Tweedden Cottons	10
Wapetan Church	17
Greenwich	15
Cross Cooper's river to CHARLESTON	4
Cooper's River rises N. W. about 45 miles.	
Ashley river	6
Ashley river rises N. by W. about 82 miles from this place.	
Green's Tavern	8
Hick's Tavern	10
Cross Edisto river to Jacksonboro'	10
Edisto river rises 90 miles N. W. and falls into the Atlantic Ocean 20 miles S. E. from this place.	
Pompon P. Office	3
Thompson's tavern	11
Cross Cambahee River to Saltketcher church	9
Cambahee river rises 75 miles N. W., and falls into St. Helena Sound, 18 miles S. E. from this place.	
Pocotaligo	7
Cross Coosawhatchie river to Coosawhatchie	6
Coosawhatchie river rises 47 miles N. W. and falls into Coosaw river, 6 miles S. E. from this place.	
Fitch's, Eohau road	4
Beck's Ferry, on Savannah river	19
Savannah river falls into the Ocean 16 miles S. S. E., and is navigable for large vessels to Savannah.	
SAVANNAH	25
Or by the New Road.	
(Fitch's, as above)	
Wells	15
St. Luke's Church	6
Savannah river	18
SAVANNAH)	1
Little Ogechee river	10
Ogechee river rises 135 miles N. W. and falls into Ogee-aw Sound, 14 miles S. E.	
Great Ogechee river	

Old Bryan c. h.	2
Medway ch.	13
Riceboro'	5
South Newport river	9
South Newport river rises 18 miles N. W. and falls into	
Supelo Sound, 11 miles E. S. E. from this place.	
Mc'Intosh c. h.	8
Darien	12
Altamaha river	16
Altamaha river is formed by the Oconee and Ocmulgee rivers, 73 miles N. W. and falls into the Atlantic Ocean 20 m. S. E. from this place.	
Widow Harris's	5
Buffalo River	12
Buffalo river rises 12 miles N. W. and falls into Turtle R.	
12 miles S. E.	
Little Santilla river	10
Little Santilla river rises 8 miles N. W. and falls into Jy-	
kill Sound, 20 miles S. E. from this place.	
Mizell's	15
Cross Great Santilla river to Jefferson	5
Great Santilla river rises N. W. 35 miles, and falls into St.	
Andrew's Sound, 20 miles E. by N.	
St. Mary's	24
St. Mary's river rises W. S. W. 40 miles.	
<i>By Water to St. Augustine.</i>	
Cumberland Sound, mouth of St. Mary's river	5
Mouth of Nassau river	18
Nassau river rises near St. Mary's.	
Mouth of St. John's river	9
St. John's river rises in Mayaco Lake, S. 250 miles.	
ST. AUGUSTINE	25
Talahasse, 20 miles N. of St. Marks, is the seat of govern-	
ment of East Florida.	
<i>Charleston to Savannah by Steam Boat.</i>	
Sullivans Island	S. C. 5
Coffin Land Lt. House	" 8
Stone River	" 9
N. Edisto River	" 14
St. Helena Sound	" 10
Port Royal Entrance	" 26
Calitonge Sound	" 15
Tybee Light House	Geo. 6
Savannah	" 15

Cleveland to Portsmouth, via Ohio Canal.

Cuyahoga Aqueduct	Ohio	22
Old Portage	"	12
Ackron	"	4
New Portage	"	6
Clinton	"	11
Massillon	"	11
Bethlehem	"	6
Bolivar	"	8
Zoar	"	8
Dover	"	7
New Philadelphia	"	4
New Comers Town	"	22
Coshocton	"	17
Irville	"	26
Newark	"	13
Hebron	"	10
Licking Summit	"	5
Lancaster Canaan	"	11
Columbus Side Cut	"	18
Bloomfield	"	8
Circleville	"	9
Chillicothe	"	23
Piketon	"	25
Lucasville	"	14
Portsmouth	"	13

Cincinnati to Dayton, via Miami Canal.

Reading	Ohio	11
Sharon	"	5
Hamilton	"	12
Middletown	"	12
Franklin	"	7
Miamisburgh	"	6
Alexandersville	"	3
Dayton	"	7

Pennsylvania Canal.

Marietta	Pa.	3
Bainbridge	"	8
Middletown	"	17
High Spier Town	"	3
Harrisburgh	"	9

McAlister's Town	" 7
Juniata River	" 8
Miller'stown	" 17
Mifflin	" 17
Lewistown	" 13
Waynesburgh	" 14
Hamiltonville	" 11
Huntingdon	" 7
Petersburgh	" 8
Alexandria	" 23
Frankstown	" 3
Hollidaysburgh, by railroad to Johnstown	" 37
Blairsville	" 34
Saltsburg	" 17
Warren	" 12
Alleghany River	" 15
Freeport	" 2
Pittsburgh	" 28

Route from Baltimore by the Railroad to Frederic; and thence by Hagerstown to Cumberland, and by the National Road, to Wheeling on the Ohio. This route, which is an important one, from the State of Maryland to the western country, is also by Steamboats and Railroads, intimately connected with the Southern route from New-York and Philadelphia, and certainly is the most direct, and the shortest line from those cities to the west.

The Baltimore and Ohio Railroad is described at page 341. Hagerstown is situated amidst a luxuriant and fertile country, in the heart of Maryland, in Washington County, and near the Potomac River. The underlying strata of blue limestone pervades this district of country, which sends annually to Baltimore more than a hundred thousand barrels of the best flour.

The road from Frederic to Cumberland is an excellent macadamized turnpike, the surface material being for more than sixty miles the blue limestone. From Cumberland also on the Potomac River, in Alleghany County, Maryland, (where Virginia and Pennsylvania, appear on the Map, nearly to unite, and to compress Maryland into a small space,) commences the celebrated National road that leads to the Ohio River; the location of this road is creditable to the Engineers; the contour is admirable, and to geologists must be particularly interesting, as it presents a profile section across the whole range of the Alleghanies, clinging on one side to the mountains, that in some places, seem to tower above the traveller to a great distance, and so near walls formed by the cut, that the carriage wheels often graze them; and on the other a precipice almost perpendicular, leading to a gulf below. In many places on the Savage mountain the side presents a mural front of sandstone, in layers resembling regular masonry, and in parts the summit appears to be actually flagged with sandstone, and some of the slabs seem as true as if dressed for foot pavements in cities; they are of an elegant material, granular quartz strongly coherent, of a light pearl color, and when pulverized nearly as white as flour.

There are extensive settlements along the whole line of the road; not a tract of table land, gentle slope, valley, or wide glen, but is under cultivation. Vast quantities of bituminous coal of the best quality are on the Youghcogeny and Monongahela Rivers; and the grandeur of the natural scenery, in crossing these mountains from Baltimore to the Ohio, will always be a source of the highest gratification to the naturalist, the tourist, and to those that admire the wild scenes of our country.

Baltimore to Frederic, 47; Hagerstown, 27; Cumberland, 68.

Wheeling, on the Ohio, 123. Total, 263 miles. (From Philadelphia to Pittsburgh is 296 miles.)

The travelling between Baltimore and Winchester, in Virginia is now so much expedited, that the trip between the two places is easily performed in a day.—The traveller is conveyed seventy miles on the Ohio Railroad, to the Point of Rocks, from that place to Harper's Ferry he makes his passage on the Chesapeake and Ohio Canal, in a packet boat which runs through in about two hours, and thence to Winchester in stage coaches. The arrangements of the Railroad, Canal and coaches have been regulated with a view to co-operation, so that no time is unnecessarily consumed on any part of the route. To those who desire to make the most of a day in a pleasant trip, at this pleasant season, perhaps there is none which offers so many inducements in the way of variety and interest as that by Railroad and Canal to Harper's Ferry. By this new and easy route, this celebrated spot, hitherto so difficult to approach, is now accessible in a few hours, without fatigue or danger; and if before the removal of the natural difficulties to its approach, the grandeur and sublimity of its scenery constantly attracted visitors to behold it, we presume that thousands will be hereafter induced by the new facilities of access, to bend their course thitherward.

Hudson River Steam Boats.

The regular boats on this line are to be found at the foot of Courtland and Barclay-streets, on the western side of the city. The time consumed in going up the river from New-York to Albany, is 10 to 12 hours. The new double boat of Burden's, will make the trip in less time. Travellers that wish to enjoy the beautiful scenery of the Hudson River, will of course prefer going in the morning boat, at 7 o'clock, that arrives at Albany in time to enable persons going to Ballston or Saratoga, to reach there by 9 P. M. On Sundays a boat leaves N. Y. at 10 A. M. \$3 is the price for passage in the above boats. Other boats leave N. Y. daily, at 5 P. M. at prices varying from 1, to 2, or \$3. Separate boats from the foregoing ply to and fro also, from N. Y. to all the intermediate places south of Troy.

Eastern Steam Boats.

Various new and excellent Steam Boats, run nearly all the year, from New-York to Norwalk, Bridgeport, New-Haven, New-London and Norwich, and also up Connecticut River to Middletown and Hartford; for the four last towns, the boats usually start at 4 P. M.; and for New-Haven at 7 A. M., and Norwalk at 6 A. M. For Newport and Providence, there are four splendid Steam Boats, that depart at 4 or 5 P. M. from

Liberty-street, or some of the wharves on the East River, adjacent to Fulton or Beekman-street. Fare to New-Haven, \$2; up Connecticut River to Hartford, 2 to 3 dollars; to Newport and Providence, 6 to \$8.

Southern Steam Boats.

Fare to Charleston S. C. in the Steam Boats Wm. Gibbons and David Brown, \$30. Time, 3 days and a half. Start on Saturdays at 4 P. M. By this line, and the Railroad, leading from Charleston to Hamburg, (135 miles,) opposite to Augusta, any one can reach the centre of Georgia, in 4 days from N. York, and to New Orleans, in 4 or 5 days more, by stages and Steam Boats.

Lake Erie.

There are thirty Steam Boats on this Lake, running daily to and from Buffalo, to Detroit, and the intermediate places, which will not more than accommodate the vast concourse of emigrants and others, constantly going to the West and South West. Boats also go less frequently to Michilimackinack and Green Bay, and Chicago. (Buffalo to Detroit, 6 to \$8.)

LAKE ONTARIO.

CANADIAN STEAM BOATS FOR 1834.

Lake Boats. The St. George; the Great Britain; the William IV; the United Kingdom; the Cobourg; the Queenston is to run at the head of the Lake.

The St. George, Capt. Harper, will run as follows:

Will leave Prescott every Friday evening after the arrival of the Montreal stages, and will start by Saturday mid-day from Kingston for Oswego, and leave Oswego every Saturday night for Toronto, Burlington Bay, and Niagara. On her return trip, the St. George will leave Niagara every Tuesday for Oswego, Kingston, and Prescott, at which latter place she will arrive in time for passengers to take the Brockville Steam Boat on Wednesday evening. By this route passengers will arrive at Montreal on Thursday evening.

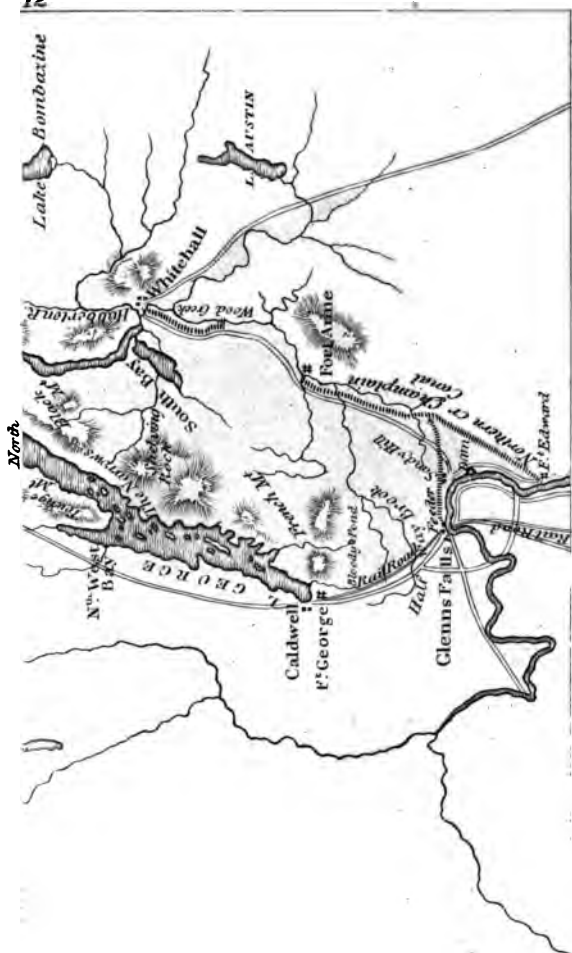
Bay and River Boats. The Sir James Kempt, Capt. Gildersleeve, for the Bay of Quinte, from Kingston on Thursday.

The Cataract is a new boat, 133 feet long, 8 feet 9 inches in hold, 38 feet broad, two engines, each of 35 horse power. The Britannia. The Kingston, Capt. Ives.

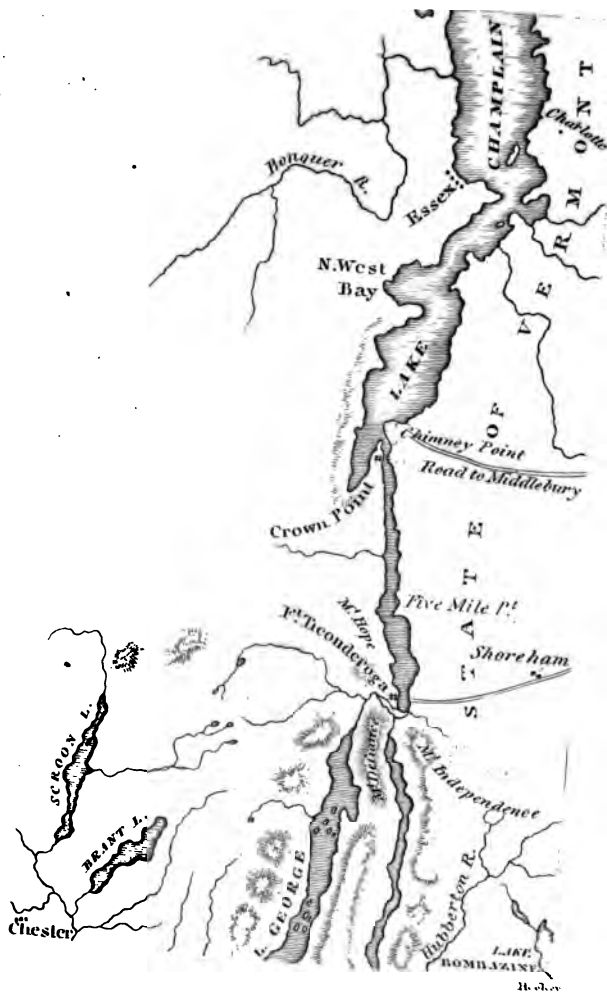
On the Rideau Canal there are four Steam Boats, with tolerable accommodations.

There are several good Steam Boats on the American side of Lake Ontario, and on the St. Lawrence, from Ogdensburgh to Sackett's Harbor, Great Sodus, Oswego and the mouth of the

Genesee River to Lewistown, on the Niagara River. It is believed that travellers to and from Niagara Falls, to any part of the United States, or to Kingston, Bytown, Montreal and Quebec, will find every desirable facility of water communication on this Lake; and the trip from Kingston, past the Thousand Islands, and down the various Rapids of the St. Lawrence, to Montreal and Quebec, will ever be viewed with admiration, as presenting some unequalled features in American Scenery.



7

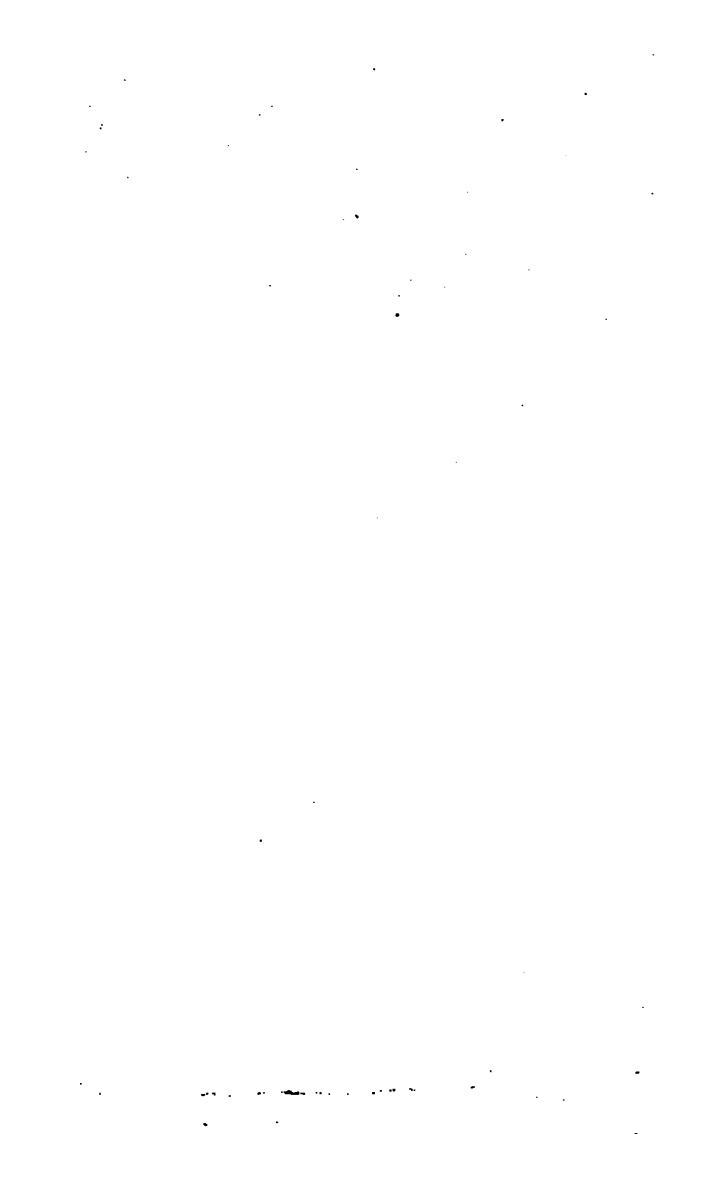








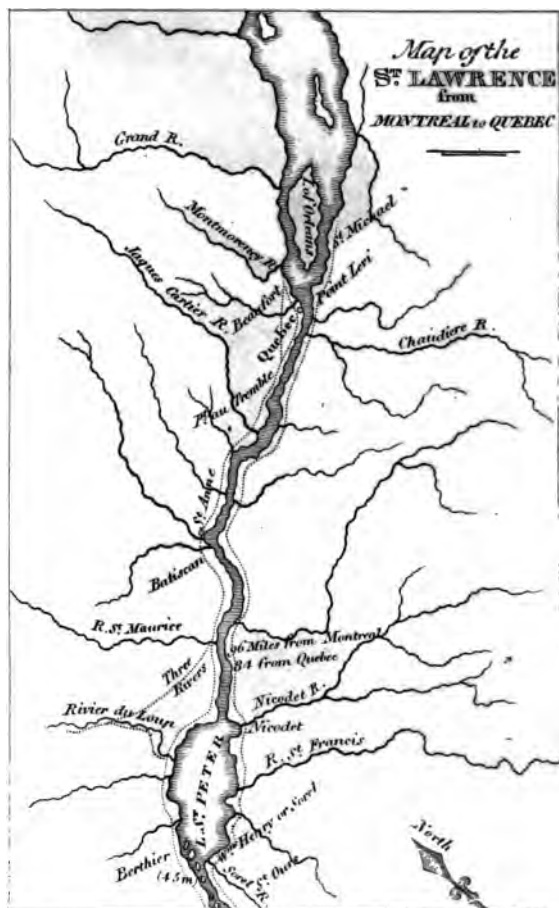








Map of the
ST. LAWRENCE
from
MONTREAL to QUEBEC





SARAJEVO.











2014



3 2044 019 951 201



